



County of Los Angeles
CHIEF ADMINISTRATIVE OFFICE

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DAVID E. JANSSEN
Chief Administrative Officer

November 25, 2003

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**RESOLUTION OF NECESSITY TO ACQUIRE BY EMINENT DOMAIN
REAL PROPERTY FOR TOPANGA LIBRARY PROJECT
(THIRD DISTRICT) (3 VOTES)**

IT IS RECOMMENDED THAT YOUR BOARD:

1. After the public hearing on this matter, consider the Mitigated Negative Declaration for the Topanga Library project (Attachment A), together with comments received during the public review process; find that the project will not have a significant effect on the environment; find that the Mitigated Negative Declaration reflects the independent judgment of the County; and, approve the Mitigated Negative Declaration.
2. Adopt the Mitigation Monitoring and Reporting Program (Attachment B) to ensure compliance with the conditions adopted to mitigate or avoid significant effects on air quality, archaeological resources, biological resources, hazardous materials, hydrology/water quality, noise, solid waste disposal, and traffic.
3. Adopt the Resolution of Necessity (Attachment C) to acquire, by eminent domain, real property required for the Topanga Library project.

Board of Supervisors
GLORIA MOLINA
First District

YVONNE BRATHWAITE BURKE
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

The Honorable Board of Supervisors
November 25, 2003
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PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended action is to adopt a Resolution of Necessity authorizing the exercise of the County's power of eminent domain to acquire certain real property (Topanga Property) owned by County Waterworks District No. 29 (District) for construction of a proposed new library in the community of Topanga (Library Project). As a subsequent Board action, we intend to request Board authority to file an application for grant funds (Grant) under the California Reading and Literacy Improvement and Public Library Construction and Renovation Bond Act of 2000, Education Code Section 19985, et seq. (Bond Act) to obtain matching funds for the Library Project.

The County identified the Topanga Property as the most suitable site to construct its new Library Project and approached the District concerning its acquisition. While the Topanga Property is surplus to the needs of the District, California Water Code restrictions prohibit the District from making a direct sale of its property to the County. All District property valued in excess of \$100 must be disposed of at auction to the highest bidder.

Accordingly, adoption of a Resolution of Necessity authorizing the institution of an eminent domain action to condemn the Topanga Property is necessary in order for the County to directly acquire the Topanga Property from the District. Prior to filing an eminent domain action, we will seek to negotiate an agreement with the District for an option to purchase the Topanga Property in lieu of condemnation, in order to defer payment of acquisition costs to and until a Grant is awarded. Such an agreement would be brought to your Board for approval at the same time as the Grant application.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The County of Los Angeles Strategic Plan directs that we provide the public with quality service that is beneficial and responsive (Goal 1). The Board's approval and adoption of the above-recommended action is consistent with this goal.

FISCAL IMPACT/FINANCING

The County plans to apply for a Grant under the Bond Act by the third cycle application deadline of January 16, 2004 to obtain funds to construct the Library Project. If the Grant is awarded and the Topanga Property acquired, the County will be required to provide matching funds totaling 35 percent of the eligible project costs, including property acquisition. For purposes of this contemplated condemnation proceeding, the County commissioned an independent appraiser who has determined that the fair market value of the Topanga Property is \$340,000. Additionally, the price for securing an option to purchase the Topanga Property will be subject to negotiation with the District. We will return to your Board within the next several weeks for approval of the grant application, and will include an explanation of these and other financing requirements, as well as approval for an option agreement and related matters.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On April 22, 2003, your Board approved the Topanga Library Capital Project, including funding for certain preliminary costs including preparation of the State Library Bond Act grant application. The Bond Act regulations require the County to own a site, or have an option to acquire a site, for the proposed library facility at the time of application submission.

The District is the owner of a 0.62-acre site located at 122 North Topanga Canyon Boulevard in the unincorporated community of Topanga. The Topanga Property is unimproved and the District has determined that it is surplus to its current and probable future needs.

The Library Project proposes to construct an elevated one-story facility consisting of approximately 11,000 square feet of space, with on-site parking available for patrons and employees to be located at-grade beneath the library building. The Library Project site will be improved with landscape and hardscape features.

Section 1245.235 of the Code of Civil Procedure requires that your Board hold a public hearing prior to considering the adoption of the Resolution of Necessity. Notice of the public hearing has been delivered by messenger to the owner of record.

Pursuant to Section 1245.210 et seq. of the Code of Civil Procedure, prior to adopting the attached Resolution of Necessity, your Board must find and determine that: (1) the public interest and necessity require this project; (2) the project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury; (3) the Topanga Property is necessary for this project; and, (4) the offer required by Section 7267.2 of the Government Code has been made to the owner of record. In addition to the foregoing, these findings and determinations are appropriate for the following reasons:

1. The public interest and necessity require this project, as Public Library has determined that the Library Project is necessary to meet the year 2020 library service needs of Los Angeles County residents within the Topanga library service area. The Library will provide a permanent library facility for the community of Topanga and its surrounding areas which are currently served by the Public Library's Las Virgenes Bookmobile, with the closest permanent Library facilities being located in Agoura Hills or Malibu;
2. The Library Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury, as the Topanga Property is one of only a few vacant commercial parcels in the library service area and is already publicly owned and surplus to the current and probable future needs of the current owner, the District; and,
3. The Topanga Property is necessary for this project because no other suitable site has been identified for the Library Project within the library service area.

The CAO has established an amount which it believes to be just compensation, based upon an appraisal of the fair market value of the Topanga Property by a qualified real estate appraiser, and has made an offer to the owner of record in the amount so established.

Additionally, as required by Government Code Section 65402, the proposed acquisition was submitted to the County of Los Angeles Department of Regional Planning. The Department of Regional Planning has determined that the proposed project is in compliance with its General Plan.

The Honorable Board of Supervisors
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ENVIRONMENTAL DOCUMENTATION

A Phase I environmental site assessment of the Topanga Property concluded that further environmental investigation of the Topanga Property was not warranted at this time. As required by the California Environmental Quality Act, a draft Mitigated Negative Declaration was prepared for this project and circulated for agency and public review on August 26, 2003. The review period ended on September 24, 2003. Comments received during the review period and responses to the comments are contained in the Mitigated Negative Declaration.

Proposed mitigation measures relative to air quality, archaeological resources, biological resources, hazardous materials, hydrology/water quality, noise, solid waste disposal, and traffic have been included as part of the Mitigated Negative Declaration. The Mitigated Negative Declaration has concluded that the project, with the proposed mitigation measures, will not have a significant effect on the environment.

We recommend that your Board approve the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program and find that by incorporating the mitigation measures described in the Mitigation Monitoring and Reporting Program, the project will not have a significant effect on the environment. Following approval of the Mitigated Negative Declaration by your Board, the Department of Public Works will file a Notice of Determination with the County Clerk in accordance with State Law.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The recommended Board actions will not impact or adversely affect any current services. The Department of Public Works and Public Library have reviewed and support the request.

The Honorable Board of Supervisors
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CONCLUSION

It is requested that the Executive Officer, Board of Supervisors, be instructed to return a fully conformed original of the executed Resolution of Necessity, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program, and two certified copies of the Minute Order, and the adopted, stamped Board letter to Public Library, Department of Public Works, and CAO Real Estate Division.

Respectfully submitted,

DAVID E. JANSSEN
Chief Administrative Officer

Attachments (3)

DEJ:CWW
CB:RL:dg

c: County Counsel
Department of Public Works
Public Library

ATTACHMENT A

MITIGATED NEGATIVE DECLARATION

FINAL

MITIGATED NEGATIVE DECLARATION
AND
INITIAL STUDY

TOPANGA LIBRARY PROJECT



Cotton/Bridges/Associates
A Division of P&D Consultants

Final

Mitigated Negative Declaration and Initial Study

Topanga Library Project



November 2003

County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Contact: Gil Garcia, Project Manager
(626) 300-2310



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1. Introduction

Mitigated Negative Declaration

This Mitigated Negative Declaration and Initial Study consider the potential environmental effects associated with the acquisition of the subject property and the construction and operation of the proposed Topanga Library in the unincorporated community of Topanga in Los Angeles County. The County of Los Angeles will construct and operate the proposed library.

Pursuant to provisions of the California Environmental Quality Act (CEQA), a public agency that intends to approve or carry out a project that may have physical impacts on the environment must identify the environmental effects of the project and the feasible mitigation measures which avoid or substantially lessen the identified significant effects. If the Initial Study identifies potential significant effects but mitigation measures are incorporated into the project that reduce potentially significant effects to a level below significance, the public agency is required to prepare a Mitigated Negative Declaration (CEQA Guidelines, California Code of Regulations Section 15070 [b]). This Mitigated Negative Declaration refers to the attached Initial Study which reports on the environmental effects of the Topanga Library project and identifies mitigation measures incorporated into the project to avoid or substantially lessen the identified potentially significant effects.

Lead Agency

In accordance with CEQA, the County of Los Angeles is the Lead Agency for the proposed project because the proposed library will be a County facility constructed and operated by the County of Los Angeles.

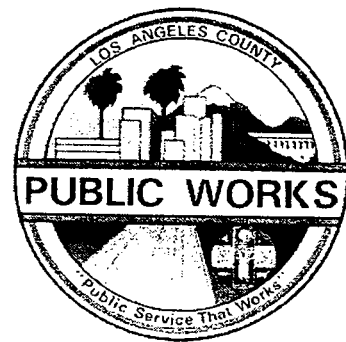
Mitigated Negative Declaration Process

Once the Lead Agency has prepared a Mitigated Negative Declaration, the Mitigated Negative Declaration with the attached Initial Study was made available for public review pursuant to State CEQA Guidelines, Section 15073, for a period of 30 days, beginning on August 26, 2003 and ending on September 25, 2003. Written comments received during the review period and responses to those comments have been incorporated into this final environmental document prior to the Board of Supervisors taking action to adopt the final mitigated negative declaration and approve the proposed library project. Appropriate revisions to the Initial Study made in response to comments and information received are identified by shading, as illustrated in this sentence. Following the Board of Supervisors action, appropriate public notices will be filed with the County Clerk.

Final

Mitigated Negative Declaration

Topanga Library Project



November 2003

County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Contact: Gil Garcia, Project Manager
(626) 300-2310


Cotton/Bridges/Associates
A Division of P&D Consultants

Mitigated Negative Declaration

Topanga Library Project

County of Los Angeles

Lead Agency and Project Proponent: County of Los Angeles

Mailing Address: County of Los Angeles, Department of Public Works, 900 South Fremont Avenue, Alhambra, CA 91803-1331

Project Location: 122 North Topanga Canyon Boulevard, near the intersection of Topanga Canyon Boulevard and Old Topanga Canyon Road

Project Description: The project is the proposed acquisition of a 0.62-acre property, and the subsequent construction and operation of a new, approximately 12,000-square-foot County Library facility in the unincorporated community of Topanga in Los Angeles County. The site is currently owned by Los Angeles County Waterworks District 29. The library will be an elevated one-story facility. Parking for library patrons and employees will be provided on-site in a surface parking lot underneath the library building. The remainder of the 0.62-acre site will be improved with landscape and hardscape features. Access to the library will be from Topanga Canyon Boulevard.

The project will provide a permanent library facility for the community of Topanga and the surrounding areas, which are currently served by the County of Los Angeles Public Library's Las Virgenes Bookmobile and are within the Library's service area as illustrated in Figure 2 in the Initial Study. The closest permanent County library facilities are located in Agoura Hills at the Agoura Hills Library and in Malibu at the Malibu Library. The project is intended to meet the year 2020 library service needs of Los Angeles County residents within the Topanga library service area. To fund the project, the County is applying for State grant matching funds pursuant to the California Reading and Literacy Improvement and Public Library Construction and Renovation Bond Act of 2000.

Finding

The County of Los Angeles has determined that the proposed project will not result in a significant adverse effect on the environment because the identified potentially significant impacts from acquisition of the property and construction and operation of the proposed Topanga library facility will be reduced to less than significant levels through implementation of the following mitigation measures:

Air Quality: Peak air pollutant emissions from construction activities will be below the SCAQMD threshold amounts and the impact will be less than significant. Nonetheless, since the Topanga Elementary School is located within one-quarter mile of the project site, the following mitigation measures will be implemented to protect the school from short-term dust and other emissions during construction of the project:

1. Exposed soils will be watered at least twice daily to reduce dust.

2. If soil is tracked off the project site by construction vehicles onto adjacent streets, the project contractor will sweep the streets on an as-needed basis to eliminate soil tracked onto the roadway.

Archaeological Resources: The results of the Phase 1 Archaeological Study yielded no visible archaeological resources within the project site. While the site has been disturbed by human activity, there are three significant prehistoric, archaeological resources located within a few hundred feet of the site on the north, east, and west; therefore, the project site may potentially contain buried resources remains. Thus, the following mitigation measures will be implemented to minimize the potential to affect such resources, if any:

3. A qualified archaeologist (from the Los Angeles County Department of Regional Planning cultural consultant referral list) will be present on the site to monitor excavation of the upper three (3) feet of soil within the project site to ensure that no buried heritage resources are inadvertently destroyed by construction activities.
4. If cultural resources, which may include artifacts, shell, bone features, altered soils, foundations, trash pits, and privies, etc., are encountered during construction, work will cease and notes, photographs, and measurements will be taken of the finds. If the finds are determined to be prehistoric, the County and the Native American Heritage Commission will be contacted to identify the appropriate action to direct further development activities, and such identified action will be implemented by the County.
5. If human remains are discovered, then the procedures described in Section 7050.5 of the California Health and Safety Code will be followed. These procedures require notification of the County Coroner. If the County Coroner determines that the discovered remains are those of Native American ancestry, then the Native American Heritage Commission will be notified by phone within 24 hours, as detailed in Sections 5097.94 and 5097.98 of the Public Resources Code.

Biological Resources: Topanga Creek is located within 200 feet northwest of the project site. The site is separated from the creek by Topanga Canyon Boulevard roadway and a real estate office that fronts onto the roadway. Since the creek is not located within the project site, it will not be altered as a result of the project. However, the hydrology of the area is such that drainage from the entire area, including the project site, flows toward the creek, making the creek and its habitat vulnerable to polluted runoff. If protective measures are not implemented, polluted runoff could result from construction, landscape maintenance, leakage from the septic disposal system, and other operations. To protect the creek from such potential indirect effects, the project construction and operation will include the use of the identified Best Management Practices (BMPs) in compliance with existing National Pollution Discharge Elimination System (NPDES) regulations, even though it is not required since the site is less than one acre in size. The trees on the site, including oak trees, will be removed to accommodate the library facility and comply with the fuel modification zone requirements since the site is located within a high fire hazard zone. Oak trees will be pruned and other trees will be pruned or removed along the north side of Topanga Canyon Boulevard approximately 330 feet east of the project site to improve line-of-sight distances for vehicles entering and exiting the project site. It is anticipated that 5 oak trees will be removed, including 4 on the project site and one adjacent to the site to the southwest. Other trees, including sycamore, pepper, and pine trees within the site and on the north side of Topanga Canyon Boulevard east of the site, will either be pruned or removed to improve line-of-sight distances. Oak trees are protected by the County Oak Tree Ordinance, and thus, the following mitigation measures will be implemented to reduce the project's potential

impact to oaks and other trees, and to protect Topanga Creek:

6. Existing on-site trees will be incorporated into the landscaping of the site to the extent practicable within the parameters of the site's size and the library facility design needs.
7. If incorporation of the on-site existing oak trees with an 8-inch diameter or larger into the site landscaping is not practical, one ordinance size oak tree and one near ordinance size oak tree with a 7.3-inch diameter will be replaced at a ratio of no less than 3:1 (three replacement trees to one removed tree), as recommended by the arborist and concurred with by the County Forester.
8. Replace the ordinance size oak tree adjacent to the site to the southwest that will be removed to improve motorist's sight distance entering and exiting the project site at a ratio of no less than 3:1, as recommended by the arborist and concurred with by the County Forester.
9. The septic system serving the library will be designed and constructed in accordance with Los Angeles County Health Department Standards and regularly maintained and inspected to ensure that the system does not back up, leak, or generate the potential for runoff into Topanga Creek.
10. If project activities are planned to occur during the breeding season (generally between March 1 and August 31), beginning 30 days prior to the disturbance of suitable nesting habitat the County of Los Angeles Department of Public Works will arrange for a qualified biologist to conduct weekly bird surveys to detect any unprotected native birds in the habitat to be removed and any other such habitat within 300 feet (as property access allows) of the construction work area or within 500 feet of raptors nests. The last survey will be conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (500 feet of raptor nesting habitat) will be delayed until August 31, or surveys will be continued in order to locate nests. If an active nest is located, clearing and construction within 300 feet of the nest (500 feet of raptor nests) will be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest will be established with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The County of Los Angeles Department of Public Works will record the results of the recommended protective measures to document compliance with applicable State and federal laws pertaining to the protection of native birds.

Short-term Construction Noise: Construction of the proposed library facility will generate short-term intermittent noise that may affect nearby uses. Implementation of the following mitigation measures, in addition to compliance with existing regulations that limit the hours of construction activity from 7:00 A.M. to 6:00 P.M., Monday through Friday, will reduce project impact to a less than significant level:

11. A temporary 6-foot-tall wooden fence or similar barrier will be provided along the boundaries of the site to protect nearby uses from noise during construction.
12. Muffled construction equipment will be used whenever possible.

Solid Waste Disposal: Landfill space is limited in the County of Los Angeles. Implementation of the following mitigation measures will reduce the project impact of contributing to the waste stream disposed of at County landfills to a less than significant level:

13. During construction of the project, inert materials, including vegetative matter, asphalt, concrete, and other recyclable materials, will be recycled to the greatest extent practicable.
14. The County will implement a recycling program at the library facility to minimize the amount of solid waste generated by the library that will be disposed of in County landfills.
15. Space will be allocated either within the building or in outdoor areas for collection and storage of recyclable materials.

Transportation/Traffic: The project was found to result in a potentially significant impact with respect to the line-of-sight distances for making left turns into and out of the project driveway. Implementation of the following mitigation measures will reduce this impact to a less than significant level by providing adequate line-of-sight distances:

16. Prohibit on-street stopping for the entire project frontage.
17. Add two 12-foot northbound deceleration lanes, one starting at the west driveway (at Bouboulina's) and ending at the north driveway of the adjacent commercial property to the east (Pine Tree Circle), and one starting at the north driveway of the adjacent commercial property to the east (Pine Tree Circle) and ending at the library project site's driveway.
18. Close the west driveway (at Bouboulina's) and reduce the north driveway from 58 feet to 26 feet at the adjacent commercial property to the east (Pine Tree Circle).
19. Remove all obstructions from motorists' line-of-sight to the west of the proposed library driveway, including the Topanga Rug Store and trailer on the adjacent commercial property (Pine Tree Circle) and the oak tree on the south side of Topanga Canyon Boulevard (southwest of the project site).
20. Prune the oak trees and prune and/or remove the non-oak trees within the road right-of-way at the curve on the north side of Topanga Canyon Boulevard approximately 330 feet east of the library project site to increase sight distance.
21. Pave the existing shoulder on the north side of Topanga Canyon Boulevard starting at the curve just south of Topanga School Road and ending past the library project site.

Other Effects: The project was found to result in either no impact or in a less than significant impact, including a less than significant impact resulting from compliance with existing regulations, in all other areas of environmental concern. Nonetheless, the following mitigation measures have been incorporated into the project to ensure that the removal of the existing cesspool near the southwest corner of the site that is serving the existing trailer-mounted office of the Santa Monica Mountains Resource Conservation District will proceed in compliance with all applicable regulations and that impact will remain less than significant.

22. The existing underground cesspool will be removed and all required approvals and permits will be obtained from the Department of Public Works Environmental Programs Division.
23. Should any hazardous substances or contamination be encountered during any excavation phase of the project, work in impacted areas will be suspended and the area will be clearly marked. The County of Los Angeles Department of Public Works will be contacted to implement and oversee any required investigation and/or remediation in compliance with applicable laws and regulations. Completion of this measure will be monitored and enforced by the County of Los Angeles Department of Public Works.

In addition, the following mitigation measures have been incorporated into the project to ensure that impacts associated with runoff from the site will remain less than significant.

24. A drainage concept/SUSMP plan will be prepared to assess any drainage related impacts and determine any additional mitigation measures to handle runoff from the project site. The plan will be submitted to the Los Angeles County Department of Public Works Building and Safety Division for review and approval during the project design phase.
25. The County will incorporate all applicable BMPs described in the *California Storm Water Best Management Practice Handbook, Construction Activity* into the construction phase of the project. Surface water runoff from the project site during construction will be contained by laying sandbags around the construction site.
26. The library parking lot will be designed to meet the Los Angeles County Department of Public Works SUSMP requirements to reduce pollution from stormwater and urban runoff. Where applicable, post-construction BMPs will be incorporated into the design and operation of the library project.

The documentation supporting this determination is contained in the attached Initial Study.

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Final

Initial Study
Topanga Library Project



November 2003

County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Contact: Gil Garcia, Project Manager
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1. Project Description

Project Location and Characteristics

The project is the proposed acquisition of a 0.62-acre site and the construction and operation of a new, approximately 12,000-square-foot County Library facility in the unincorporated community of Topanga in Los Angeles County. The project site is located at 122 North Topanga Canyon Boulevard, between Old Topanga Canyon Road and Topanga School Road. The site is accessible from Topanga Canyon Boulevard. The site is currently owned by Los Angeles County Waterworks District 29 and contains a trailer-mounted office owned by the Santa Monica Mountains Resource Conservation District. Figure 1 illustrates the location of the project site.

The proposed library will be a one-story elevated structure containing areas for bookstacks, reading and storytelling, circulation and information desks, meeting and study rooms, a homework center, computer stations, staff office space, and public and staff restrooms. The library building will be elevated with surface parking underneath, and the remainder of the site will be improved with landscape and hardscape features.

The project will provide a permanent library facility for the community of Topanga and the surrounding areas, which are currently served by the County of Los Angeles Public Library's Las Virgenes Bookmobile and are within the Library's service area, as illustrated in Figure 2. The bookmobile makes stops in Topanga on Mondays and Wednesdays. The closest permanent County library facilities are located in Agoura Hills at the Agoura Hills Library, and in Malibu at the Malibu Library.

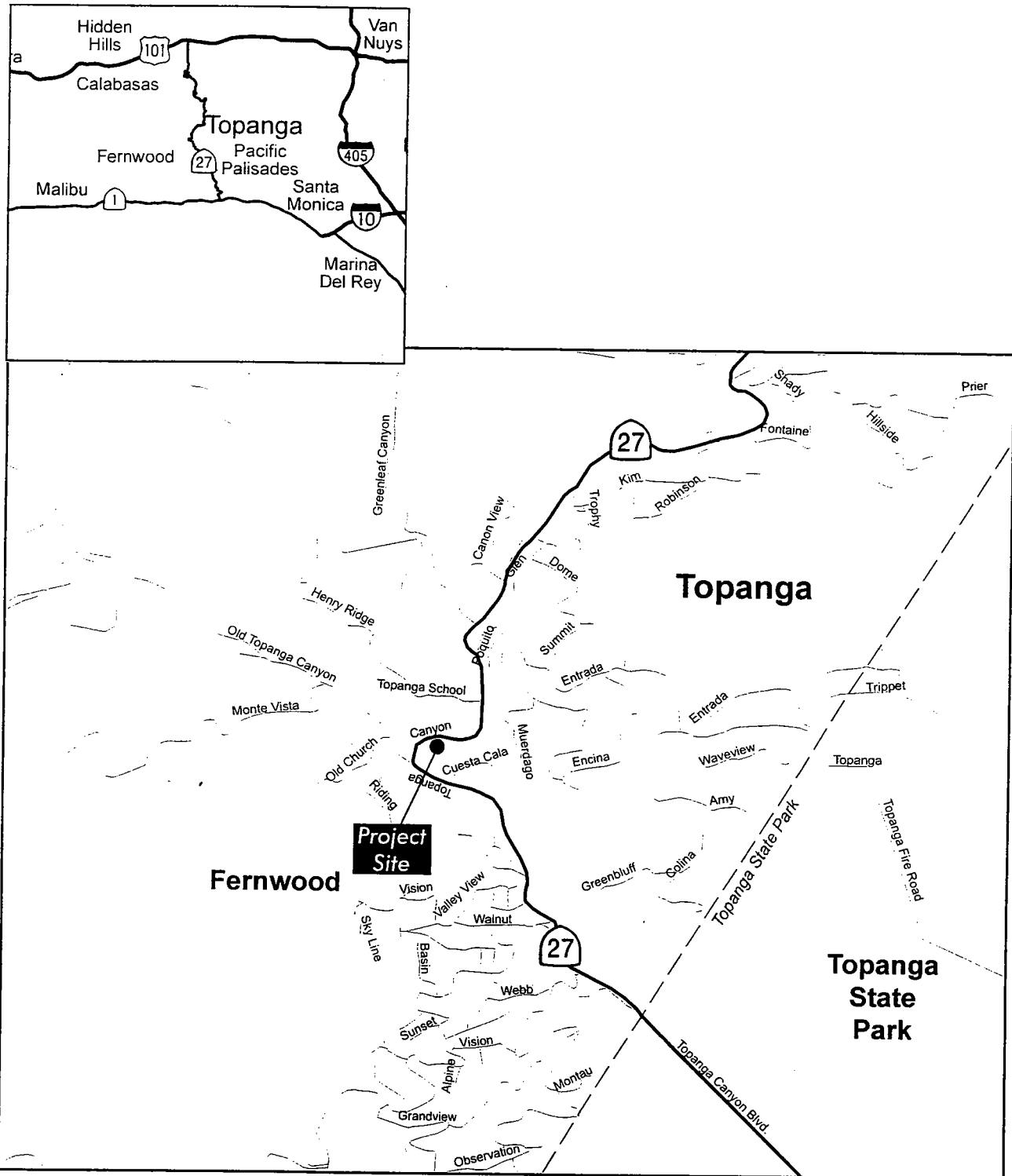
To fund the project, the County will apply for grant matching funds pursuant to the California Library Reading and Literacy Improvement and Public Library Construction and Renovation Bond Act of 2000. The Bond Act grant funds are awarded through a competitive selection process and will match local funds on a basis of 65% State to 35% local funds. The deadline for the third and final application cycle for the grant funds is January 16, 2004.

Project Objectives

The project is intended to fulfill the current and projected year 2020 library service needs of Los Angeles County residents within the Topanga library service area. This library service area will require library space totaling approximately 12,000 square feet to meet the service needs of the current and projected service population of approximately 19,500 residents in 2020.

The County's objectives for the proposed project address the library service requirements for the projected service population, the general operating requirements for a public library facility, and the grant program requirements to apply for State grant matching funds pursuant to the California Reading and Literacy Improvement and Public Library Construction and Renovation Bond Act of 2000. These objectives include:

1. To eliminate the library service space deficit in the Topanga library service area.
2. To provide quiet study space, comfortable reading space, group study space, research space and program space for the residents of the library service area.



Source: Cotton/Bridges/Associates, June 2003.

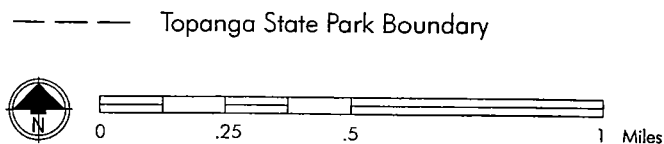
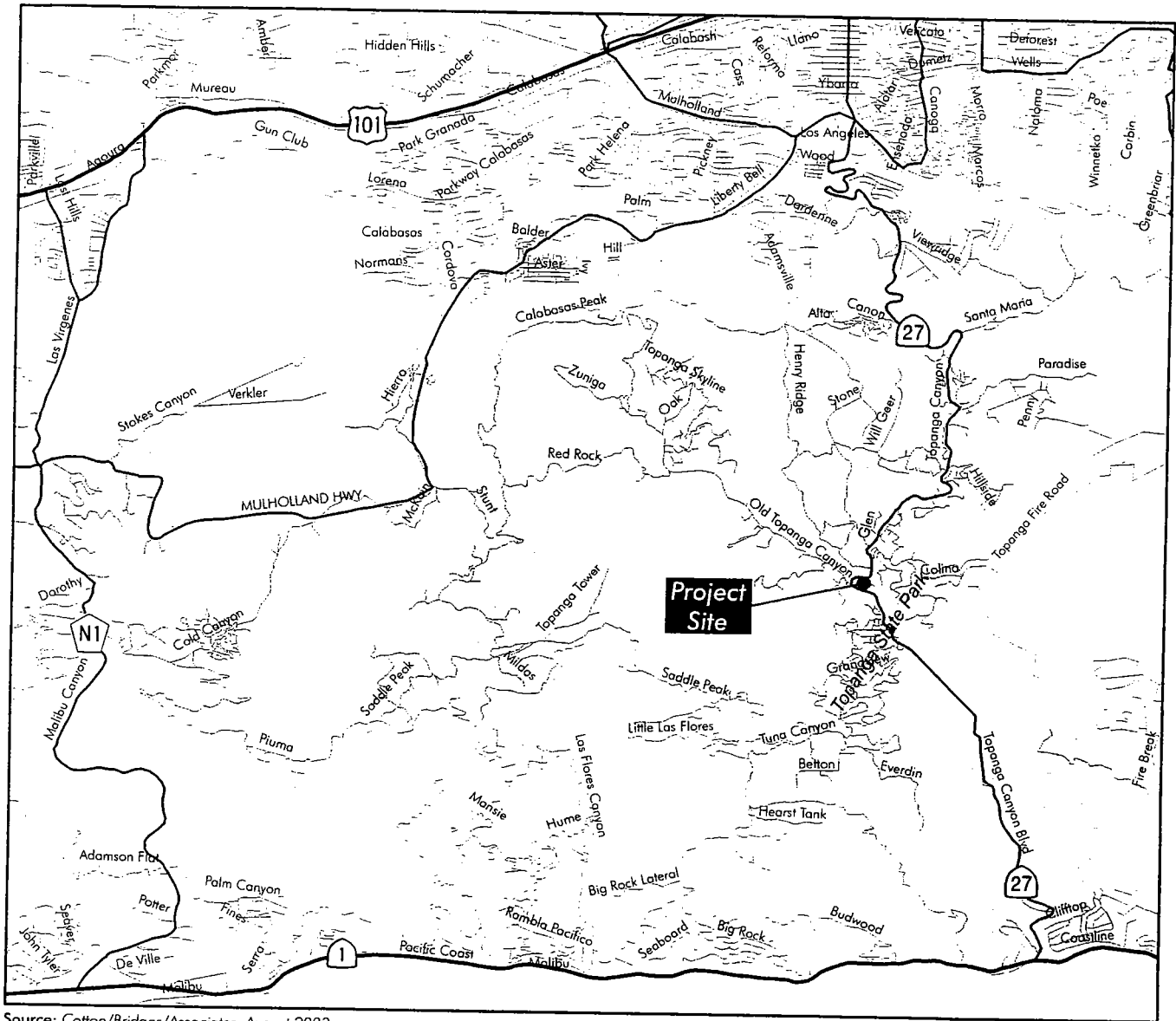
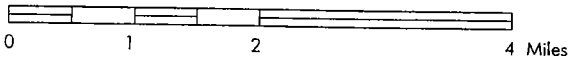


Figure 1
Project Location



Source: Cotton/Bridges/Associates, August 2003.

Service Area



COUNTY OF LOS ANGELES

Figure 2
Topanga Library Service Area

INITIAL STUDY
TOPANGA LIBRARY

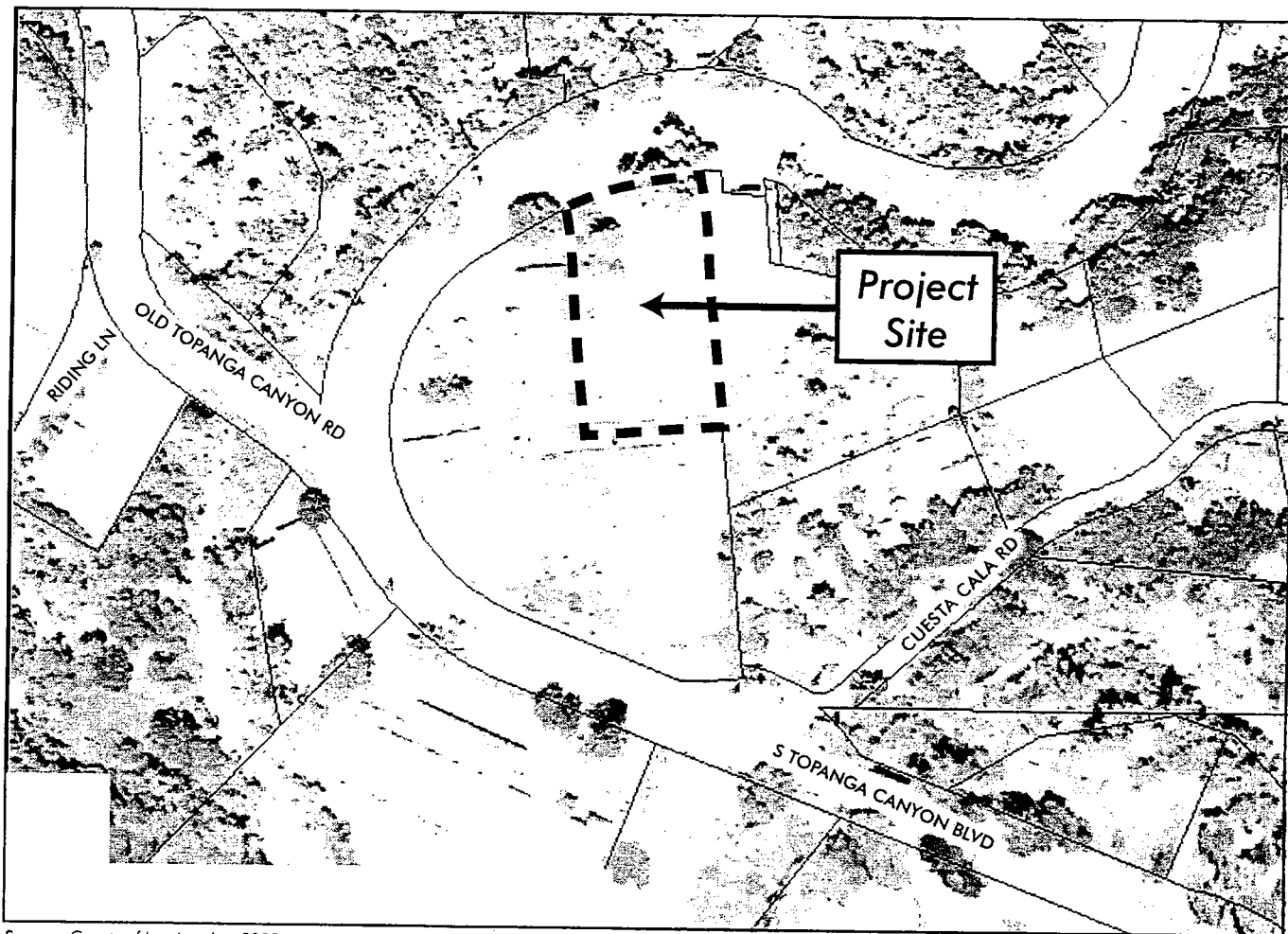
3. To construct a new library that includes adequate community meeting space for library-sponsored programs, community organizations, and service groups.
4. To expand the ability of the County of Los Angeles Public Library to provide current technology to its patrons, including public use computer workstations with Internet access, multimedia workstations, and technology training.
5. To provide a new library with increased collections to meet the recreational, educational, and informational needs of residents of the service area.
6. To provide adequate support space, including staff and volunteer workroom facilities, to maximize staff efficiency and increase service to the public.
7. To construct a new library facility that is eligible for funding under the California Reading and Literacy Improvement and Public Library Construction and Renovation Bond Act of 2000 and is competitive with other grant applications in terms of location, accessibility, service elements, collection size and quality, and technology.
8. To provide an attractive and welcoming library facility to both library users and non-users in the service area.
9. To construct a library on a site that is centrally located within the library service area.
10. To construct a new library on a site that is available for acquisition within the time frame necessary to complete a grant application by the January 16, 2004 deadline for the Library Bond Act funding cycle.
11. To locate a new library in a visibly prominent location.

Existing Setting and Surrounding Uses

The project site is currently mostly undeveloped land with a trailer-mounted office. The trailer has served as an office of the Santa Monica Mountains Resource Conservation District since the 1960s. There is an above-ground propane storage tank located north of the trailer, and two steel storage lockers and a small trailer located in the southern portion of the site. Approximately 40% of the site area has been covered with bark mulch and is used as a driveway and parking space for the trailer office. The remaining area is covered by non-native grassland. A few scattered native plants on the site include one California flannelbush in the southeast portion along the fence separating the project site from the adjacent Verizon building, and a small population of blue-eyed grass adjacent to Topanga Canyon Boulevard in the northern portion of the site. The site also supports three pepper trees, two pine trees, and four coast live oak trees. The southeastern portion of the site slopes to the northwest, gradually becoming more level to the northwest. The western portion of the site is partially paved with gravel and asphalt. Site drainage is generally to the northwest, toward Topanga Canyon Boulevard and Topanga Creek.

As shown in Figure 3, the project site is located on Topanga Canyon Boulevard near the intersection with Old Topanga Canyon Road. Topanga Canyon Boulevard forms the northern boundary of the project site. Located across Topanga Canyon Boulevard are a real estate office and a lumber/rock shop, with Topanga Creek behind. A Verizon telephone facility adjoins the project site to the east. A multi-tenant strip mall with surface parking is located to the south

and west of the project site. Single-family residences are located south of the project site off of Cuesta Cala Road. Topanga Elementary School is located less than one-quarter mile northeast of the project site at 141 North Topanga Canyon Boulevard.



Source: County of Los Angeles, 2003.

- - - - - Project Site Boundary
 ——— Parcel Lines

Figure 3
Aerial Photograph
of the Project Site



No Scale

2. Initial Study Checklist

1. Project Title: Topanga Library
2. Lead Agency Name and Address: County of Los Angeles Board of Supervisors
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012
3. Contact Person and Phone Number: County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331
Gil Garcia, Project Manager
(626) 300-2310
4. Project Location: 122 North Topanga Canyon Boulevard,
near the intersection of Old Topanga Canyon
Road, in Topanga
5. Project Sponsor's Name and Address: County of Los Angeles Public Library
7400 East Imperial Highway
Downey, CA 90241-7011
6. General Plan Designation: Rural Business
7. Zoning: C-3, Unlimited Commercial
8. Description of Project: See project description
9. Surrounding Land Uses and Setting: See project description
10. Other public agencies whose approval is required: California Coastal Commission

Caltrans permit for restriping and/or other work
within Caltrans right-of-way for Topanga
Canyon Boulevard

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Printed Name

Date

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

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a. The project site is located on a relatively flat terrain and provides views of the surrounding Santa Monica Mountains and Topanga State Park. The proposed library is a relatively small, approximately 12,000-square-foot, one-story elevated structure that will be compatible with the mass and scale of adjacent commercial development. The single library building has no potential to block views of the Santa Monica Mountains or Topanga State Park. Impact will be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

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b. Currently, the site contains some mature pine and pepper trees, and four coast live oak trees. Some of the existing trees will be removed for fuel modification and to improve driver safety (see discussion under item IV, Biological Resources). However, new landscaping will be provided at the project site, and the removed oak trees covered by the County Oak Tree Ordinance will be replaced at a ratio of 3:1. There are no rock outcroppings or historic buildings, or any other scenic resources on the project site. Topanga Canyon Boulevard (SR-27) is not a State-designated scenic highway or a County-designated scenic route. Impact will be less than significant.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

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c. The project site is primarily undeveloped land. The Santa Monica Mountains Resource Conservation District maintains a trailer-mounted office on a portion of the site. The project site is also used as a vehicle and equipment storage area for Los Angeles County Waterworks District 29. The new library facility will consist of an elevated one-story, relatively small approximately 12,000-square-foot building, similar to the size and scale of the existing commercial structures adjacent to the project site. While the project will result in a change in the visual appearance of the site, this change will be compatible with surrounding development and the project will not substantially alter the visual character of the neighborhood. The project also includes landscaping improvements at the site. Impact will be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

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Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d. The project will introduce new lighting to the area during the evening hours, including interior and exterior lighting for the library facility and standard safety lighting for the parking lot. Lighting will be limited to conserve energy and minimize off-site illumination. Design features will include low-glare, shielded, and/or cutoff lights. All exterior lighting will be directed downward and inward onto the site to minimize, to the extent possible, spillover and glare, while providing for adequate safety and security for the library. Non-reflective building materials will be used for the building exterior to the extent practicable to prevent daytime glare. Incorporation of these standard features into the project will result in a less than significant impact.

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

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c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

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a through c. According to the Los Angeles County General Plan, the project site is not classified as prime farmland, unique farmland, or farmland of state-wide importance, nor is the site subject to a Williamson Act contract. The site is neither used for agriculture nor grazing, and it is not located in an area zoned for agricultural use. Thus, the project will not result in the conversion of farmland to non-agricultural use, either directly or indirectly. No adverse impact will result.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

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a. The new library facility will serve current and future residents of the library service area and, thus, will not generate additional population growth beyond that already anticipated in the Los Angeles County General Plan or the Southern California Association of Governments' (SCAG) regional population projections. Since the regional Air Quality Management Plan (AQMP) is based on SCAG's growth projections, the project will not conflict with the AQMP. No adverse impact will result.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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b. The project site is located in the South Coast Air Basin, which is a non-attainment area for ozone (O₃) and fine particulate matter (PM₁₀). The South Coast Air Quality Management District (SCAQMD) monitors air quality in the general project area from the Northwest Central Los Angeles County monitoring station. According to the most recent data, in 2001 ozone levels exceeded State standards on one day; PM₁₀ levels are not monitored at this station.

Thresholds Used to Determine Level of Impact

SCAQMD adopted thresholds of significance for emissions related to the construction and operation of individual projects in the Basin. These thresholds are listed in Table 1. SCAQMD considers a project that exceeds any of these threshold amounts to have a significant air quality impact.

Table 1
Thresholds for Emission of Criteria Air Pollutants
(pounds per day)

Criteria Pollutant	Short-Term Construction	Long-Term Operation
Reactive Organic Gases (ROG)	75	55
Oxides of Nitrogen (NO _x)	100	55
Carbon Monoxide (CO)	550	550
Fine Particulate Matter (PM ₁₀)	150	150

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 2001.

Short-Term Construction Impact

Construction emissions will be generated by construction equipment, grading of the project site and other construction activities, and vehicles of workers traveling to and from the site. The majority of grading and site preparation activity that generates dust will occur in the initial phase of the project, which involves demolition, site preparation, construction of utility improvements, and building foundations. Since grading and site preparation may be conducted concurrently, the highest emissions scenario was utilized to calculate the potential peak daily construction-related air pollutant emissions. Emissions associated with construction of the library facility were calculated using the air pollution model URBEMIS 2002 (refer to Appendix A for worksheet calculations), and include emissions associated with project construction and implementation of the identified mitigation measures to provide adequate line-of-sight distances for motorists. The calculations considered the following construction equipment: a forklift, wheeled dozer, two pieces of miscellaneous equipment operating simultaneously, and a ten-worker crew.

Including compliance with existing regulations, limiting speed on unpaved roads to 15 miles per hour, using properly tuned construction equipment, and covering the trucks carrying contents subject to airborne dispersal, the peak daily construction emissions will be approximately:

- 7 pounds of ROG
- 45 pounds of NOx
- 63 pounds of CO
- 1 $\frac{1}{2}$ pounds of PM10

Since these peak emissions are below the SCAQMD threshold amounts, impact will be less than significant. Nonetheless, since the Topanga Elementary School is located within one-quarter mile of the project site, the following mitigation measures will be implemented to protect the school:

Mitigation Measures

1. Exposed soils will be watered at least twice daily to reduce dust.
2. If soil is tracked off the project site by construction vehicles onto adjacent streets, the project contractor will sweep the streets on an as-needed basis to eliminate soil tracked onto the roadway.

Long-Term Operational Impact

Operational emissions include emissions from vehicular travel to and from the library, estimated at 648 daily trips, and stationary emissions include those from regional power plants that generate electricity for regional and use at the proposed library facility. (Trip generation assumptions associated with the project are described in Appendix C, Traffic Study.)

Estimated daily operational emissions during the summer are as follows (see Appendix A for worksheets):

- 4 pounds of ROG
- 4 pounds of NOx
- 42 pounds of CO
- less than 1 pound of PM10

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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During the winter, the estimated daily emissions are as follows:

- 4 pounds of ROG
- 5 pounds of NOx
- 42 pounds of CO
- less than 1 pound of PM10

Since these emissions are substantially below the threshold amounts established by the SCAQMD, impact will be less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c. The project is a local public library serving current and future residents of the library service area. As discussed in item b above, the project will result in emissions of all criteria pollutants significantly below the SCAQMD threshold amounts.

By providing a library facility in a community that currently has no permanent library facility, the project has a potential to result in the beneficial effect of reducing vehicular travel and the resultant exhaust emissions of residents who may currently travel outside of the area to access the closest permanent libraries located in Malibu and Agoura Hills. Therefore, impact is considered less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d. The closest sensitive receptors to the project site are single-family residences located approximately 100 feet to the south of the site. As indicated in the traffic study prepared for the project (see Appendix C), the addition of library-related trips will not result in an unacceptable level of service, i.e., congested conditions at or near the project site. Thus, there is no potential for carbon monoxide hot spot formations at these locations. In the short term, even though the construction-related emissions will be below the SCAQMD threshold amounts, mitigation measures have been incorporated into the project to protect an elementary school located within a quarter-mile from the project site. Impact will be less than significant.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e. The project is a community library that typically does not create odors in its operations. No impact will result.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a through f. A biological survey of the project site and the adjoining area was conducted on June 2, 2003 by Cotton/Bridges/Associates. The purpose of the survey was to conduct a habitat assessment for sensitive biological resources.

Approximately 40% of the site has been covered with bark mulch and is used as a driveway and parking space for the trailer located on site. The remaining area is covered by non-native grassland dominated by wild oats (*Avena fatua*) and bristly ox-tongue (*Picris echioides*). There are a few scattered native plants on the site including one California flannelbush (*Fremontodendron californicum*) in the southeast portion along the fence that separates the site and the adjacent Verizon building, and a small population of blue-eyed grass (*Sisyrinchium bellum*) adjacent to Topanga Canyon Boulevard in the northern portion of the site. The site supports ~~two~~ pepper trees (*Schinus molle*), ~~three~~ pine trees, and four coast live oak trees (*Quercus agrifolia*). No sensitive plants were observed on site and none would be expected due to the disturbed nature of the site. Very little wildlife was observed during the site visit. The area may be used for foraging by some bird species and supports a variety of insect and reptile species, but the site does not provide suitable habitat for any sensitive wildlife species.

A tree survey of the site and adjoining area was conducted on August 8, 2003 by Cotton/Bridges/Associates. Table 2 shows the tree survey results for North Topanga Canyon Boulevard. Four coast live oak trees are present at the site. Two of these oak trees have single trunks. One is 8.5 inches in diameter, while the other is 7.3 inches in diameter. The other two oak trees have multiple trunks with combined diameters of 4 inches and 9.5 inches. The oak trees on the property are in varying states of health, and all of them are moderately suppressed by the two large pine trees whose canopies are above them. One mature multiple trunk oak tree, with a combined diameter of 35 inches, is located outside of the project site boundary to the southwest, directly adjacent to the project site.

Table 2
Tree Survey Results

Area ¹	Species	Diameter at Breast Height (in)	Distance from Road (ft)	Height (ft)	Road Overhang of Canopy (ft) ²	Notes
1	Oak 1	18	13	39	3	
1	Oak 2	10	12.5	20	0	
1	Oak 3	11	12.1	36	2	
1	Oak 4	16	13	30	-2	
1	Oak 5	5	13	23	not near	
2	Oak 6	2,1,1	15	10	not near	tagged #1
2	Oak 7	3.5,3,2,1	13	10	not near	tagged #2
2	Oak 8	7.3	20	23	not near	tagged #3
2	Oak 9	8.5	19	23	not near	tagged #4
3	Oak 10	15,20	5.2	69	10	OP-1
1	Syc 1	23	18	66	1	
1	Syc 2	12	21	23	-3	
1	Syc 3	35.5	12.5	16.4	4	
2	Pine 1	38	14.4	72	10	
2	Pine 2	21,17	19	69	3	
2	Pine 3	22				
2	Pepper 1	6				
2	Pepper 2	10				

Note: The tree species are as follows: Oak = Coast Live Oak (*Quercus agrifolia*), Syc = Western Sycamore (*Platanus racemosa*), Pine = Pine species. Oaks 6, 7, and 10 and Pine 2 have multiple trunks.

¹ The first area (Area 1) includes the north side of Topanga Canyon Boulevard approximately 330 feet east of the library project site. ~~The second area (Area 2) includes the library project site and to the north where the driveway and deceleration lane will be constructed.~~ The third area (Area 3) is directly west of the library project site on the south side of Topanga Canyon Boulevard.

² A positive value in the road overhang column indicates canopy over the road and a negative value is how far the canopy is from the road.

The trees on the site, including oak trees, will be removed to accommodate the library facility and comply with the fuel modification zone requirements since the site is located within a high fire hazard zone. Oak trees will be pruned and other trees will be pruned or removed on the north side of Topanga Canyon Boulevard approximately 330 feet east of the site to improve line-of-sight distances for vehicles entering and exiting the project site. It is anticipated that 5 oak trees will be removed, including 4 on the project site and one adjacent to the site to the southwest. Other trees, including sycamore, ~~pepper~~ and pine trees within the site and on the north side of Topanga Canyon Boulevard east of the site, will either be pruned or removed to improve line-of-sight distances. Oak trees with a single trunk diameter greater than 8 inches and multiple trunk oak trees with a combined diameter greater than 12 inches are protected by the County Oak Tree Ordinance, and thus, mitigation measures have been identified to reduce the project's potential impact to the ~~three~~ mature oak trees: the 8.5 inch in diameter oak tree and ~~one 7.3-inch diameter tree on site, as well as one oak tree adjacent to the project site.~~

The project site is located within an Environmentally Sensitive Habitat Area (ESHA). Therefore, the project includes measures to minimize any potential to affect sensitive resources, as described below.

Topanga Creek is located within 200 feet northwest of the site. The site is separated from the creek by the Topanga Canyon Boulevard roadway and a real estate office that fronts onto the roadway. Since the creek is not located within the project site, it will not be altered as a result of the project. However, the hydrology of the area is such that drainage from the entire area, including the project site, flows toward the creek, making the creek and its habitat vulnerable to polluted runoff. The polluted runoff could result from construction, landscape maintenance, septic disposal system, and operations, if protective measures are not implemented. To protect the creek from such potential indirect effects, the project construction and operation will include the use of Best Management Practices (BMPs) in compliance with existing National Pollution Discharge Elimination System (NPDES) regulations, even though it is not required since the site is less than one acre in size. The BMPs that will be used during construction and operation of the library facility may include these and/or other practices:

- Scheduling grading/removal of vegetation work for dry weather.
- Using as little water as possible for dust control.
- Maintaining all vehicles and heavy equipment and inspecting frequently for leaks.
- Conducting all vehicle/equipment maintenance and refueling at one location.
- Dry-cleaning up all leaks, drips, and other spills immediately. Covering stockpiles and excavated soils with secured tarps or plastic sheeting.
- Planting temporary vegetation for erosion control in areas where construction is not immediately planned.
- Planting permanent vegetation as soon as possible once removal of existing vegetation is complete.
- Sweeping dirt at the entry of the site during construction to limit the tracking of sediment into Topanga Canyon Boulevard.
- Covering construction trucks carrying materials subject to airborne dispersal.
- Storing any fertilizers and other chemicals in a covered area to prevent runoff.
- Using integrated pest management (IPM) controls if pest control is needed.
- Constructing diversion dikes to channel runoff around the site, and line channels with grass or roughened pavement to reduce velocity of runoff.

~~To ensure compliance with existing regulations promulgated in the Migratory Bird Treaty Act (MBTA), whereby all active nests (i.e., those with eggs or nestlings) of all native California birds are protected pursuant to the California Fish and Game Code Section 3503, a measure requiring a breeding survey be conducted if project activities are planned to occur during the breeding season (generally between March 1 and August 31), has been incorporated into the project.~~

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation Measures

- Existing on-site trees will be incorporated into the landscaping of the site to the extent practicable within the parameters of the site's size and the library facility design needs.
- If incorporation of the on-site existing oak trees with an 8-inch diameter or larger into the site landscaping is not practical, one ordinance size oak tree and one near ordinance size oak tree with 7 3/4-inch diameter will be replaced at a ratio of no less than 3:1 (three replacement trees to one removed tree), as recommended by the arborist and concurred with by the County Forester.
- Replace the ordinance size oak tree adjacent to the site to the southwest that will be removed to improve motorist's sight distance entering and exiting the project site at a ratio of no less than 3:1, as recommended by the arborist and concurred with by the County Forester.
- The septic system serving the library will be designed and constructed in accordance with Los Angeles County Health Department Standards and regularly maintained and inspected to ensure that the system does not back up, leak, or generate the potential for runoff into Topanga Creek.
- If project activities are planned to occur during the breeding season (generally between March 1 and August 31), beginning 30 days prior to the disturbance of suitable nesting habitat, the County of Los Angeles Department of Public Works will arrange for a qualified biologist to conduct weekly bird surveys to detect any unprotected native birds in the habitat to be removed and any other such habitat within 300 feet (as property access allows) of the construction work area or within 500 feet of raptor nests. The last survey will be conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (500 feet of raptor nesting habitat) will be delayed until August 31, or surveys will be continued in order to locate nests. If an active nest is located, clearing and construction within 300 feet of the nest (500 feet of raptor nests) will be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest will be established with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The County of Los Angeles Department of Public Works will record the results of the recommended protective measures to document compliance with applicable State and federal laws pertaining to the protection of native birds.

Level of Impact after Mitigation

Implementation of the identified mitigation measures together with the use of Best Management Practices and compliance with NPDES regulations will reduce potential impact to a less than significant level.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

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a. The site currently contains a trailer-mounted office occupied by the Santa Monica Mountains Resource Conservation District. The project site does not contain any permanent buildings or structures. No impact on a historical resource will result.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

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c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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d) Disturb any human remains, including those interred outside of formal cemeteries?

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b through d. A Phase 1 Archaeological Study was prepared for the project site in June 2003 by Historical, Environmental, Archaeological, Research Team (H.E.A.R.T.). A records search performed by the South Central Coastal Information Center indicated seven prehistoric archaeological sites within a one-half mile radius of the project site and one prehistoric archaeological site has been identified within a portion of the project site (19-000008 – CA-LAN-8/H). The site was recorded by A. Mohr and A. Bierman in 1948 as a low mound, badly cut up by buildings and roads on three sides, previously ploughed and bulldozed, and consisting of core tools, shell beads, and other fragments. The site is considered largely destroyed by the construction of parking lots, commercial buildings, and cutting and grading of the Topanga Canyon Boulevard roadway; it is now considered unlikely that any remnants survived for excavation or scientific study.

The results of the Phase 1 Archaeological Study yielded no visible archaeological resources within the project site. However, given that three significant prehistoric, archaeological resources are located within a few hundred feet of the site to the north, east, and west, the potential for the project site to contain buried resources remains. Thus, the following mitigation measures will be implemented to minimize the potential to impact archaeological resources:

Mitigation Measures

1. A qualified archaeologist (from the Los Angeles County Department of Regional Planning cultural consultant referral list) will be present on the site to monitor excavation of the upper three (3) feet of soil within the project site to ensure that no buried heritage resources are inadvertently destroyed by construction activities.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. If cultural resources, which may include artifacts, shell, bone features, altered soils, foundations, trash pits, and privies, etc., are encountered during construction, work will cease and notes, photographs, and measurements will be taken of the finds. If the finds are determined to be prehistoric, the County and the Native American Heritage Commission will be contacted to identify the appropriate action to direct further development activities, and such identified action will be implemented by the County.				
3. If human remains are discovered, then the procedures described in Section 7050.5 of the California Health and Safety Code will be followed. These procedures require notification of the County Coroner. If the County Coroner determines that the discovered remains are those of Native American ancestry, then the Native American Heritage Commission will be notified by phone within 24 hours, as detailed in Sections 5097.94 and 5097.98 of the Public Resources Code.				

Level of Impact after Mitigation

Implementation of the identified mitigation measures will reduce the potential impact to a less than significant level.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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ii) Strong seismic ground shaking?

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i and ii. The project site is not located within an Alquist-Priolo Earthquake Zone, and no known active faults exist on the project site. The site is located approximately 1.2 miles from the Malibu Coast fault. The project site, as well as the entire Southern California region, will be subject to strong groundshaking in the event of a major regional earthquake. The library building will be constructed in accordance with applicable State requirements, including the Uniform Building Code seismic safety requirements. Compliance with existing standards and requirements will ensure an adequate level of protection from seismic hazards. Impact will be less than significant.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

iii. Liquefaction is defined as a loss of strength of saturated cohesionless soil generally due to seismic shaking. In general, groundwater levels must be relatively high (within 50 feet of the ground surface) for liquefaction to occur. Groundwater was not encountered during site exploration. Fill and/or disturbed alluvium associated with previous site use blankets portions of the site. The fill consists of sandy clay that is gray-brown, moist to very moist, and firm. Fill is slightly porous with roots and rock chips. Natural alluvium underlies the entire site. The alluvium consists of mixtures of sandy gravel and gravel that are reddish-brown, moist to very moist, and medium to very dense. Bedrock mapped as part of the Topanga Formation underlies the entire site. The bedrock consists of siltstone that is light gray-brown, moist, and moderately hard. Based on these soil types, the liquefaction potential of subsurface soils is remote. No adverse impact will result.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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iv. The project site slopes gently to the northwest; the site has not historically experienced landslides. The library building will be constructed in accordance with applicable State requirements, including the Uniform Building Code, using site-specific engineering techniques identified in the preliminary soils study conducted for the site. Impact will be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b through d. The project will result in structures, pavement, and landscaping covering the site that will limit the potential for on-going erosion. As discussed under item IV, Biological Resources, diversion dikes and/or other Best Management Practices will be implemented during construction that will limit potential for erosion. Impact will be less than significant.

Due to the soil types present at the site, the potential for liquefaction is considered remote.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Soils on the site are identified as having low expansion potential. The younger alluvial soils typically exhibit some settlement potential relating to low density and non-uniformity. Remedial grading of the upper soils is usually conducted to provide adequate support for foundations, pavement, or engineered fill. A geotechnical report prepared for the project in June 2003 by the J. Byer Group identified specific engineering techniques that will be used in construction (see Appendix B). These techniques include removing and recompacting the existing fill and upper 3 feet of alluvium to 90% of the maximum dry density, properly abandoning the existing cesspool located near the southwest corner of the site, including pumping the pit, removing the lining, and filling with compacted backfill material or a lean mix of concrete slurry, use of continuous and/or pad footings, retaining walls, floor slabs, concrete decking, and paving, and pad and roof drainage. Construction in accordance with the identified engineering techniques will result in a less than significant impact.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

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e. The proposed library facility will be served by septic tanks since no sewer service is currently provided to the Topanga area, including the project site. The septic system will be installed in accordance with all County regulations, including the requirements of the County Health Department. The preliminary soils study prepared for the project indicates that soils on the site are porous, and porous soils are generally capable of supporting septic tanks; no constraints have been identified for the use of septic tanks for the proposed library. All existing development in the area uses septic tanks for wastewater disposal. In accordance with existing requirements, the project's septic system plan will be reviewed by the County to ensure that all appropriate techniques have been incorporated into design and operation of the system. Therefore, impact will be less than significant.

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

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Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a through c. The project is a local public library that does not involve the transport, use, or disposal of hazardous materials. On-site use and storage of hazardous materials will be limited to small amounts of everyday household cleaners and common chemicals used for landscaping and maintenance.

There is an existing cesspool located near the southwest corner of the site that is serving the existing trailer-mounted office of the Santa Monica Mountains Resource Conservation District. This cesspool will be removed, and all required approvals and permits will be obtained. Based on the results of the geotechnical soils engineering study and Phase I environmental assessment completed for the project, there is no indication that the cesspool has resulted in any soils contamination. Nonetheless, the following mitigation measures regarding the cesspool have been incorporated into the project to ensure that the removal of the cesspool will proceed in compliance with all applicable regulations and that impact will remain less than significant.

Mitigation Measures

1. The existing underground cesspool will be removed and all required approvals and permits will be obtained from the Department of Public Works Environmental Programs Division.

2. Should any hazardous substances or contamination be encountered during any excavation phase of the project, work in impacted areas will be suspended and the area will be clearly marked. The County of Los Angeles Department of Public Works will be contacted to implement and oversee any required investigation and/or remediation in compliance with applicable laws and regulations. Completion of this measure will be monitored and enforced by the County of Los Angeles Department of Public Works.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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d. The project site is not included on the Department of Toxic Substances Control Hazardous Waste and Substance List (Cortese List of hazardous materials sites). No impact will result.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

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Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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e and f. The project site is not located within two miles of a public use airport or private airstrip. No impact will result.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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g. The project is a County library. The facility will not block any roads and thus will not interfere with applicable emergency response plans or emergency evacuation plans. All project-related emergency procedures will be implemented pursuant to existing applicable County, State, and federal guidelines. No adverse impact will result.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

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h. The project site is located within a wildfire hazard zone. Therefore, the library will be equipped with all necessary fire protection devices in accordance with County guidelines, including fire alarm and fire suppression systems (sprinklering), and constructed in accordance with the Uniform Fire Code standards. In addition, fuel modification is required by Title 32 of the County Code, Chapter 1117.2.1. Compliance with these existing County fire guidelines and the Uniform Fire Code will ensure a less than significant impact.

VIII. HYDROLOGY AND WATER QUALITY

-- Would the project:

a) Violate any water quality standards or waste discharge requirements?

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a. The project is a community library. This use does not generate hazardous or unusual wastewater discharges, or involve any activity that could result in violation of water quality standard.

As discussed under item IV, Biological Resources, the project site is located within 200 feet from Topanga Creek and the hydrology of the area is such that runoff from the site flows to the creek. To protect the creek's water quality, construction will proceed in compliance with National Pollutant Discharge Elimination System (NPDES) requirements using the identified Best Management Practices, even though such compliance is required for sites of one acre or more, while the project site is 0.62 acre in size.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As discussed under item VI, Geology and Soils, the project includes the installation and operation of a septic tank system. In accordance with existing requirements, the project's septic system plan will be reviewed by the County to ensure that all appropriate techniques have been incorporated into design and operation of the system. As discussed under item IV, Biological Resources, the following mitigation measure will be implemented to prevent the potential for affecting Topanga Creek during a storm event associated with the proposed septic system: "The septic system serving the library will be regularly maintained and inspected to ensure that the system does not back up, leak, or generate the potential for runoff into Topanga Creek." Compliance with existing County standards and regulations, including the use of BMPs, and implementation of the identified mitigation will ensure that impact will be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b. The proposed library is a relatively small, approximately 12,000 square-foot facility that will use a relatively limited amount of water. Estimated water usage is approximately 756 gallons per day (based on a conservative water use factor of 63 gallons per 1,000 square feet of floor area). The project will be served by Los Angeles County Waterworks District 29 from its existing wells; no drilling of new wells or pumping from existing wells that could deplete groundwater resources or interfere with groundwater recharge will occur as a result. No wells currently exist on site, and no drilling of wells to pump groundwater is proposed as part of the project. Impact will be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c and d. The project is a relatively small local library facility constructed on a 0.62-acre site. While the project will result in the covering of portions of the site with impermeable surfaces (library building and parking lot), due to the small size of the site the project has no potential to result in the substantial alteration of existing drainage patterns or increased runoff that could result in either on or off-site flooding. Topanga Creek is located across Topanga Canyon Boulevard from the project site, behind the real estate office opposite the project site. The project does not include any activity that could alter the course of the creek. Nevertheless, the following mitigation measures have been incorporated into the project to ensure that impact will remain less than significant:

Mitigation Measures

1. A drainage concept/SUSMP plan will be prepared to assess any drainage related impacts and determine any additional mitigation measures to handle runoff from the project site. The plan will be submitted to the Los Angeles County Department of Public Works Building and Safety Division for review and approval during the project design phase.
2. The County will incorporate all applicable BMPs described in the *California Storm Water Best Management Practice Handbook, Construction Activity* into the construction phase of the project. Surface water runoff from the project site during construction will be contained by laying sandbags around the construction site.
3. The library parking lot will be designed to meet the Los Angeles County Department of Public Works SUSMP requirements to reduce pollution from stormwater and urban runoff. Where applicable, post-construction BMPs will be incorporated into the design and operation of the library project.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

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f) Otherwise substantially degrade water quality?

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e and f. The proposed library project does not include any unusual features that will result in substantial polluted runoff from the site or otherwise degrade water quality. As discussed under item IV, Biological Resource, even though the project site is less than one acre in size, construction will proceed in compliance with NPDES requirements using identified Best Management Practices. This provision will ensure that no substantial amount of polluted runoff will be generated during construction. Due to the small size of the project site, the project has no potential to result in substantial additional runoff that would exceed the capacity of the existing drainage ditches along Topanga Canyon Boulevard. Impact will be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

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Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

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g and h. The project does not include housing. The site is not located within a 100-year flood hazard area as mapped on the federal Flood Insurance Rate Map (National Flood Insurance Program, December 1980). No impact will result.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

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i. No levee or dam is located in close proximity to the project site. No impact will result.

j) Inundation by seiche, tsunami, or mudflow?

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j. The community of Topanga is located approximately 3.75 miles inland at an elevation of 740 feet above sea level; thus, the site is not subject to tsunamis. No body of water that might result in a seiche is located upstream from the project site. The project site gently slopes to the northwest; however, mudflows are not a danger in the area. No impact will result.

IX. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

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a. The library will be built on a largely undeveloped site that is surrounded primarily by commercial development; thus, the project has no potential to divide an established community. All existing land uses in the site vicinity are accessible via roadway and access ways; the project will not affect any location or configuration of those roadways and access ways. No impact will result.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

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b. The project site is located in an unincorporated area of Los Angeles County and is subject to County land use plans and policies. The site is zoned for Unlimited Commercial (C-3) uses. A library is a permitted use within this zoning designation. The project site is within the coastal zone and is included in the Malibu Coastal Land Use Plan. The project will not conflict with these current land use plans, policies, and regulations. No impact will result.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c. As discussed under item IV, Biological Resources, the project site is located within an Environmentally Sensitive Habitat Area (ESHA). Therefore, the project includes measures to minimize any potential to affect sensitive resources and as a result impact will be less than significant.

X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a and b. According to the California Geological Survey, the project site is not known to contain important mineral resources. Therefore, the project is not expected to result in the loss of any known mineral resource. No adverse impact will result.

XI. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a through d.

Short-term Construction Noise

Construction of the proposed library facility will generate short-term intermittent noise associated with construction equipment and activity. Construction noise will be generated by construction equipment during demolition and construction activities, including excavating and grading of the project site. The construction equipment anticipated to be used includes a forklift, wheeled dozer, two pieces of miscellaneous equipment operating simultaneously, and a ten-worker crew. However, due to the relatively small size of the library facility (an approximately 12,000 square-foot, elevated one-story building) and the small size of the project site (0.62 acre), construction is anticipated to be completed within a relatively short timeframe.

The site is surrounded primarily by existing commercial development, including a strip of retail commercial businesses, a Verizon facility, and a real estate office. The closest sensitive use is a single-family residence located approximately 100 feet to the east. Other nearby uses include residences along Cuesta Cala Road located within 200 feet of the site. Therefore, construction of the library will proceed in compliance with the existing County regulations that restrict the hours of construction activity to between the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday. No construction activity will take place on weekends or federal holidays. Since the existing residences are located in close vicinity and may be affected by intermittent noise during construction, the following mitigation measures will be implemented in addition to compliance with these existing regulations:

- 1. A temporary 6-foot-tall wooden fence or similar barrier will be provided along the boundaries of the site to protect nearby uses from noise during construction.
- 2. Muffled construction equipment will be used whenever possible.

Level of Impact After Mitigation

Compliance with existing regulations restricting construction hours and implementation of the identified mitigation measures will result in a less than significant impact.

Long-term Operational Noise

Stationary Noise: The closest noise-sensitive use to the project is a single-family residence located approximately 100 feet to the east of the site. Thus, the library’s heating/air conditioning system (HVAC), which is a stationary noise source, will be designed in accordance with existing County requirements, including the provision of any shielding features as needed, to eliminate the transmission of sound from the HVAC system to the nearby residences. Therefore, potential noise impact associated with the HVAC system will be less than significant.

Mobile Source Noise: Operation of the proposed library facility will result in approximately 648 daily vehicular trips by library patrons and employees. These trips will contribute to existing and future traffic noise along area roadways.

Thresholds Used to Determine Level of Impact: A project is considered to have a significant impact if it will result in an increase in ambient noise levels along area roadways by 3 decibels or more.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Environmental Impact: The Federal Highway Administration Highway Traffic Noise Prediction Model was utilized to assess noise associated with project-related traffic. The traffic study conducted for the project (see Appendix C) provided the data for analysis. Table 3 lists the study roadway segments and noise levels associated with existing conditions, future conditions without the project, and future conditions with the project.

As shown, the addition of the project-related trips to the surrounding roadways will result in a contribution of up to 0.2 decibel (two-tenths of one decibel) to future traffic noise levels at one roadway link and 0.1 decibel (one-tenth of one decibel) at another link. Since the project will add substantially less than 3 decibels of noise to any study location, impact will be less than significant.

Table 3

Noise Impact Analysis

Roadway Segment	Noise Level (CNEL or Ldn) at Distance from Roadway Centerline													
	Existing	Future w/o Proj	Future w/ Proj	Existing			Future No Project			Future Plus Project			Change From Existing	Change due to Project
				75 feet	200 feet	500 feet	75 feet	200 feet	500 feet	75 feet	200 feet	500 feet		
Topanga Cyn. Blvd. n/o Topanga School Rd.	16,140	16,930	17,090	74.0	65.4	59.1	74.3	65.6	59.3	74.3	65.6	59.4	+0.2	+0.0
Topanga Cyn. Blvd. b/w Topanga School Rd. and Old Topanga Cyn. Rd.	15,610	16,375	17,050										+0.4	+0.2
Topanga Cyn. Blvd. b/w Old Topanga Cyn. Rd. and Fernwood Pacific Dr.	18,160	19,050	19,505	74.6	65.9	59.6	74.8	66.1	59.8	74.9	66.2	59.9	+0.3	+0.1
Topanga Cyn. Blvd. s/o Fernwood Pacific Dr.	18,770	19,690	19,730	74.7	66.0	59.8	74.9	66.2	60.0	74.9	66.2	60.0	+0.2	+0.0

Assumptions:

Avg speed exist:

64.4 km/hr=

40.0 mph

Fleet Mix

80% Autos

future:

64.4 km/hr=

40.0 mph

15% Medium Trucks

Simplified to 2 lanes

12.2 meters=

40.0 feet from centerline

5% Heavy Trucks

future

12.2 meters=

40.0 feet from centerline

70% Day

Noise path decay parameter for soft site

15% Evening

15% Night

Calculations using methods of Federal Highway Administration "Highway Traffic Noise Prediction Model," December, 1978

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e and f. The project site is not located within the vicinity of an airport or a private airstrip. No impact will result.

XII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Currently, the communities in the library service area do not have a permanent library facility and are served by a library bookmobile. The proposed permanent County Library facility is intended to accommodate the needs of the current and projected populations in these communities through the year 2020. As such, the library will serve the current and future residents of this area and by itself, will not induce population growth. No adverse impact will result.				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b and c. The project site is undeveloped. No housing will be removed, nor will people be displaced as a result of the project. No impact will result.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

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Los Angeles County Fire Department, Battalion 5, Station No. 69, located at 401 South Topanga Canyon Boulevard in Topanga, provides fire protection services to the project site. In compliance with existing State Fire Marshall requirements, the project includes provisions for required water flows, fire hydrants, fire alarms, and fire detection devices. In addition, the project includes the provision of the required fire truck access in compliance with the Los Angeles County Fire Department requirements. While the project will incrementally contribute to the demand for fire protection services, as a result of incorporating the required fire safety features into the project, the project will not result in the need to alter the existing or construct new fire protection facilities, the construction of which could result in significant impacts on the physical environment. Impact will be less than significant.

Police protection?

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Police protection services to the project site are provided by the Los Angeles County Sheriff's Department. The Lost Hills Sheriff's Station, located at 27050 Agoura Road in Agoura Hills, serves the Topanga area. The Lost Hills Station provides police protection services to the western portion of the County, including the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village and the unincorporated communities of Chatsworth, Lake Manor, Malibu Lake, Topanga, and West Hills. The project is an approximately 12,000-square-foot community library serving residents of the library service area. While the project will incrementally contribute to the demand for police protection services within this service area, the project will not result in the need to alter the existing or construct new police facilities, the construction of which could result in significant impacts on the physical environment. Impact will be less than significant.

Schools?

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The proposed project will not generate additional population; therefore, no impact on school enrollment or school facilities will occur.

Parks?

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The provision of a permanent library facility will not generate additional population in the library service area that could increase the use or demand for parks. No adverse impact will result.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No population growth will occur as a result of the project. Thus, the project will not create a demand for other public facilities. No adverse impact will result.

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a and b. The project is a permanent County library that will serve current and future residents of the area. The project does not provide housing or other development that would increase the population of library service area. Thus, the project will not increase the use of existing neighborhood or regional parks or other recreational facilities, nor will it require the expansion of existing recreational facilities or construction of new facilities. No adverse impact will result.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a and b. A traffic study was prepared for the project in August 2003. The traffic study is included in Appendix C. The following discussion summarizes the findings of the study.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Existing Conditions

The proposed library site is currently served by a limited roadway system, which currently provides access to small retail/commercial and low density residential uses in the area, to the Santa Monica Mountains National Recreational Area, and, in the case of State Route 1 (SR-1)/Pacific Coast Highway (PCH) and State Route 101 (SR-101), to inter-regional traffic throughout the area. Regional access in the immediate project area is provided entirely by two State Routes. SR-1/PCH along the Pacific Ocean frontage provides access to the project via Topanga Canyon Boulevard, from Santa Monica to the southeast and from Malibu on the west. SR-101 provides access to the project via Topanga Canyon Boulevard, from Encino, Calabasas, Woodland Hills, Agoura Hills, and Westlake Village. (Topanga Canyon Boulevard is a County Congestion Management Program facility, however, due to low existing and future projected traffic volumes, no CMP analysis is required.)

Table 4 summarizes the existing level of service (LOS) at one signalized intersection, Topanga Canyon Boulevard and Topanga School Road, within the study area. LOS ranges from A, which indicates the best operating conditions with little or no congestion, to F, which indicates the worst operating conditions with extreme congestion.

Table 4
Existing Signalized Intersection Level of Service
(P.M. Peak Hour)

Intersection	Volume-to-Capacity (V/C)	Level of Service (LOS)
Topanga Canyon Boulevard/Topanga School Road	0.781	C

As shown, the Topanga Canyon Boulevard/Topanga School Road intersection currently operates at LOS C during the P.M. peak hour. This is primarily due to the heavy northbound through movement (Topanga Canyon Boulevard) of approximately 1,050 vehicles during the peak hour.

Table 5 summarizes the existing LOS at three two-lane roadway segments within the project area: Topanga Canyon Boulevard north of the project site, Topanga Canyon Boulevard south of Old Topanga Canyon Road, and Old Topanga Canyon Road north of Topanga Canyon Boulevard.

Table 5
Existing Two-Lane Roadway Levels of Service
(P.M. Peak Hour)

Two-Lane Roadway Segment	Volume-to-Capacity (V/C)	Level of Service (LOS)
Topanga Canyon Blvd. (north of project site)	0.54	A
Topanga Canyon Blvd. (south of Old Topanga Canyon Rd. intersection)	0.70	B
Old Topanga Canyon Rd. (north of Topanga Canyon Blvd.)	0.16	A

As shown, all two-way study roadway segments operate at LOS B or better during the P.M. period. It should be noted that the roadway segment of Topanga Canyon Boulevard (just south of the Old Topanga Canyon Road intersection) operates at LOS B ($V/C = 0.70$), but is very close to LOS C ($V/C = 0.71$) during the P.M. peak hour.

Unsignalized Intersections

The intersection of Topanga Canyon Boulevard/Old Topanga Canyon Road is currently operating at LOS F with 72.5 seconds of delay. The intersection of Topanga Canyon Boulevard/Fernwood Pacific Drive is operating at LOS D with 28 seconds of delay.

Future Conditions Without Project (Year 2006)

Future conditions without the project represent the estimated cumulative traffic conditions due to general development in the Topanga area. An annual ambient growth rate of 1.6% was applied for 3 years to the 2003 (existing) traffic volumes to project the future conditions in the analysis.

Thresholds Used to Determine Level of Impact

Intersections: For a signalized intersection, a significant impact will occur if the project will result in an increase of 4% or in a volume-to-capacity (V/C) ratio at the intersection projected to operate at LOS C without the project; 2% or more to the intersection projected to operate at LOS D; and 1% or more to the intersection projected to operate at LOS E or F without the project. No defined significance criteria have been established for unsignalized intersections.

Two-Lane Roadways: A significant impact will occur if the project will result in an increase of 4% or more traffic to the roadway segment projected to operate at LOS C without the project; 2% or more to the roadway projected to operate at LOS D; and 1% or more to the roadway projected to operate at LOS E or F without the project.

Future Conditions with Project (Year 2006)

The proposed library facility will generate approximately 648 daily trips. Tables 6 and 7 summarize the results of the traffic analysis.

Table 6
2006 Signalized Intersection Level of Service Summary With and Without the Project
(P.M. Peak Hour)

Intersection	2006 Without Project Conditions		2006 With Project Conditions		Significant Impact
	Sec/Veh	LOS	Sec/Veh	LOS	Yes/No?
Topanga Canyon Boulevard/ Topanga School Road	0.815	D	0.821	D	No

As shown in Table 6, the increase in seconds per vehicle for the 2006 with project conditions is approximately 0.006. According to the Los Angeles County thresholds, this increase is not a significant impact.

Table 7 summarizes the P.M. peak hour two-lane roadway volume-to-capacity (V/C) and corresponding LOS in 2006 with and without the project conditions.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 7
2006 Two-Lane Roadway Level of Service Summary With and
Without the Project
(P.M. Peak Hour)

Two-Lane Roadway Segment	2006 Without Project		2006 With Project		Significant Impact
	V/C	LOS	V/C	LOS	Yes/No?
Topanga Canyon Blvd. (north of project site)	0.57	A	0.58	A	No
Topanga Canyon Blvd. (south of Old Topanga Canyon Rd. intersection)	0.73	C	0.75	C	No
Old Topanga Canyon Rd. (north of Topanga Canyon Blvd.)	0.17	A	0.18	A	No

As shown, all study two-way roadway segments are projected to operate at LOS C or better under the 2006 without and with project conditions during the P.M. peak hour.

Unsignalized Intersections

Both unsignalized study intersections, Topanga Canyon Boulevard/Old Topanga Canyon Road and Topanga Canyon Boulevard/Fernwood Pacific Drive, are projected to continue to operate at LOS F and LOS D, respectively, in the year 2006 without the project conditions. With the project, both intersections are projected to operate at LOS F, with the addition of project-related traffic resulting in an increase in delay between 47 to 75 seconds at those intersections during the P.M. peak hour.

Cumulative Impact

A list of cumulative (related) projects within the study area was obtained from the Los Angeles County Regional Planning Department. All related projects expected to be constructed within the timeframe of the proposed project and within approximately a one-half mile radius of the proposed project were identified. Nine of the cumulative projects are wireless communication "microcell" facilities, which are very small, contain only wireless communications equipment and involve only occasional servicing by a wireless technician. Therefore, they are not included in the traffic analysis. Three other projects involve a total of only 4 single-family units which would generate only 4 P.M. peak hour trips (in both directions). Again, this level of traffic is extremely small. Therefore, these projects are not included in cumulative traffic. The Santa Monica Mountains zone change project does not have a level of known development determined at this time. Therefore, no cumulative traffic impact will result from the acquisition, construction, and operation of the library.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location which results in substantial safety risks?

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c. The project is not located near an airport. The project is a community library that will not induce population growth. Therefore, the project will not change air traffic patterns, including increasing air traffic levels. No adverse impact will result.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

d. The proposed library facility is located on an "S-curve" on Topanga Canyon Boulevard just north of Old Topanga Canyon Road, posing potential problems making a left turn into or out of the project driveway given limited sight visibility and other safety conditions. Therefore, an analysis of adequate sight distance(s) and through traffic gaps was completed for the following movements entering and exiting the project site:

- Southbound left turn into the project site
- Left turn exiting the project site

Appendix C contains the traffic gap and sight line calculations.

Southbound Left Turn into Project Site

The estimated project traffic for this movement is 10 vehicles during the P.M. peak hour. This is approximately one vehicle every 6 minutes. Drivers making this movement will only need acceptable gaps in the northbound traffic stream of Topanga Canyon Boulevard. The project driveway location provides approximately 90 meters (295 feet) of sight distance for vehicles entering from the north (the southbound left into the proposed site) which equates to an approximate gap of 5.0 seconds using a design speed of 64.4 kph (58.7 fps). Upon field observations near the project site, the critical gap for this movement (left turn from a major to minor street) was measured to be 4.0 seconds. Therefore, under existing conditions, drivers are expected to have adequate sight distance for southbound left turns into the project site.

Left Turn Exiting Project Site

The estimated project traffic for left turns from the project driveway onto southbound Topanga Canyon Boulevard is 33 vehicles during the P.M. peak hour, which is approximately one vehicle every two minutes. Vehicles making this movement will need acceptable gaps in both the northbound and southbound traffic streams of Topanga Canyon Boulevard. The project driveway location provides approximately 70 meters (230 feet) of sight distance for vehicles exiting the site (for drivers looking left) which equates to a gap of approximately 4.0 seconds in the northbound traffic stream. For motorists exiting the site and looking to the right, approximately 97 meters (318 feet) of sight distance is available which equates to approximately a 5.5 second gap in the southbound traffic stream. Upon field observations near the project site, the critical gap for this movement (left turn from a minor to major street) was measured to be in a range of 5.0 to 5.5 seconds. Therefore, drivers are expected to have inadequate sight distance when making left turns (and looking to the left) from the project site. Mitigation measures have been identified to reduce this impact to a less than significant level, in addition to allowing no parking along the frontage of the project site in order to maintain line-of-sight distances.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation Measures

1. Prohibit on-street stopping for the entire project frontage.
2. Add two 12-foot northbound deceleration lanes, one starting at the west driveway (at Bouboulina's) and ending at the north driveway of the adjacent commercial property to the east (Pine Tree Circle), and one starting at the north driveway of the adjacent commercial property to the east (Pine Tree Circle) and ending at the library project site's driveway.
3. Close the west driveway (at Bouboulina's) and reduce the north driveway from 58 feet to 26 feet at the adjacent commercial property to the east (Pine Tree Circle).
4. Remove all obstructions from motorists' line-of-sight to the west of the proposed library driveway, including the Topanga Rug Store and trailer on the adjacent commercial property (Pine Tree Circle) and the oak tree on the south side of Topanga Canyon Boulevard (southwest of the project site).
5. Prune the oak trees and prune and/or remove the non-oak trees within the road right-of-way at the curve on the north side of Topanga Canyon Boulevard approximately 330 feet east of the library project site to increase sight distance.
6. Pave the existing shoulder on the north side of Topanga Canyon Boulevard starting at the curve just south of Topanga School Road and ending past the library project site.

Level of Impact after Mitigation

The two additional 12-foot deceleration lanes will allow turning vehicles to leave through-traffic lanes with minimum interference to through-traffic and provide storage for vehicles waiting to complete the turn maneuver. Reduction of the north driveway width from 58 to 26 feet at the adjacent commercial property to the west will increase the distance between that driveway and the new library driveway, thus allowing a longer deceleration lane for right turns into the library site. The removal of all obstructions from the motorists' line-of-sight to the west of the proposed library driveway, including the Topanga Rug store, trailer and the oak tree on the south side of Topanga Canyon Boulevard will provide adequate sight distances for left-turning vehicles exiting the project site and looking to the left. The pruning of oak trees and/or removal of the non-oak trees within the road right-of-way to the east of the site and on the north side of Topanga Canyon Boulevard will provide adequate sight distance for left-turning vehicles exiting the project site and looking to the right. Not allowing parking along the frontage of the project site will also contribute to adequate line-of-sight distances. Paving the shoulder on the north side of Topanga Canyon Boulevard starting at the curve just south of Topanga School Road and ending past the project site will allow southbound through-traffic to move around vehicles stopped to enter the project site. Thus, implementation of the above mitigation measures will reduce the potential impact to a less than significant level.

e) Result in inadequate emergency access?

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e. The project is a County library. The facility will not block any roads and thus will not interfere with applicable emergency response plans or emergency evacuation plans. All project-related emergency procedures will be implemented pursuant to existing applicable County, State, and federal guidelines. No adverse impact will result.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Result in inadequate parking capacity? ☐ ☐ ☐ ☒

f. Parking will be provided in accordance with existing County parking standards as set forth in County Zoning Ordinance Section 22.52.1220. The project will not result in inadequate parking capacity, and no adverse impact will result. To provide the maximum possible visibility along Topanga Canyon Boulevard, on-street parking will not be allowed along the entire project frontage.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? ☐ ☐ ☐ ☒

g. The project is a community library located in an underserved library service area. The project will provide a permanent library facility for residents of the library service area. Community residents in this area will no longer have to drive to Malibu or Agoura Hills to access a County library. Thus, the project will not conflict with adopted policies, plans or programs supporting alternative transportation, and will reduce the length of vehicle trips to access County library services. No adverse impact will result.

XVI. UTILITIES AND SERVICE SYSTEMS -

- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ☐ ☐ ☐ ☒

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☐ ☒ ☐

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☐ ☒ ☐

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ☐ ☐ ☒ ☐

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ☐ ☐ ☐ ☒

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a through e. The project is an approximately 12,000-square-foot public library facility that will consume a relatively small amount of water. The Los Angeles County Waterworks District 29 will serve the site from existing facilities and entitlements. Based on a conservative water use factor of 63 gallons per 1,000 square feet of floor area per day, the project will use approximately 756 gallons of water per day. This amount of water does not represent a substantial increase in the area's water use. State-mandated water conservation measures, including ultra low-flow toilets, urinals, and taps, water-conserving plumbing, and other required conservation measures will be utilized to reduce the amount of water used. As a result, expansion of the existing or construction of new water facilities, or new entitlements to serve this local library facility, will not be necessary.

The project includes a septic tank system to serve the library and thus, will not affect any wastewater treatment facilities. All septic wastewater infrastructure will be installed and maintained in compliance with existing County Health Department regulations.

Due to the small size of the project site, the project has no potential to result in substantial additional runoff that would exceed the capacity of the existing drainage ditches along Topanga Canyon Boulevard. Thus, the project will not result in the need to expand the existing or construct new stormwater drainage facilities.

Therefore, the overall impact to water, wastewater, and drainage utility systems will be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

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f. The project will generate a limited amount of solid waste. Using a factor of 1 ton per 1,000 square feet per year, the project is expected to generate approximately 12 tons of solid waste per year. Nonetheless, since landfill space is limited in the County of Los Angeles, the following mitigation measures are incorporated into the project to reduce the project's contribution to waste disposed of at County landfills.

Mitigation Measures

1. During construction of the project, inert materials, including vegetative matter, asphalt, concrete, and other recyclable materials, will be recycled to the greatest extent practicable.
2. The County will implement a recycling program at the library facility to minimize the amount of solid waste generated by the library that will be disposed of in County landfills.
3. Space will be allocated either within the building or in outdoor areas for collection and storage of recyclable materials.

Level of Impact after Mitigation

With incorporation of the identified mitigation measures impact will be less than significant.

g) Comply with federal, State, and local statutes and regulations related to solid waste?

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Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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g. All County facilities, including the proposed library, comply with all applicable federal, State, and local statutes and regulations related to solid waste, including recycling requirements. No adverse impact will result.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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a. As described in the above analysis, acquisition of the 0.62-acre property and development of the proposed approximately 12,000-square-foot library facility will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history. No endangered or threatened biological resources or historic structures are located within the project site. However, the project includes mitigation measures identified herein to reduce the potential to affect: five oak trees (four within the site and one adjacent to it); Topanga Creek that is located across Topanga Canyon Boulevard from the site; and remaining archaeological resources, if any, on the site. Implementation of these identified measures will reduce potential impact to a level below significance.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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b. Implementation of the mitigation measures included herein ensures that no significant impact will occur as a result of the project. The project is a small local library facility to serve current and future residents of the library service area that has no potential to result in substantial incremental cumulative effects. The project will result in the beneficial effects of creating community meeting space and providing a permanent library facility to the communities that do not have such a facility. Impact will be less than significant.

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c. This Initial Study included an examination of potential effects related to hazardous materials, noise, air quality, biological resources, traffic, public services, and other environmental factors. The analysis concluded that these effects will be less than significant with implementation of the mitigation measures identified herein. The project is a needed permanent public library facility that will not result in environmental effects that could cause substantial adverse effects on human beings directly or indirectly. No adverse environmental impact will result.

3. References

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- Metropolitan Water District. *Water Use Factors*. Various years.
- Snow, Jan C. *Preliminary Oak Tree Report, Topanga Library Project*. August 18, 2003.
- South Coast Air Quality Management District. *CEQA Air Quality Handbook*. November 2001, as updated.

4. Preparers of the Initial Study

Lead Agency

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5. Responses to Comments Received on the Mitigated Negative Declaration

The Draft Mitigated Negative Declaration/Initial Study (MND/IS) for the Topanga Library was made available for public review pursuant to State CEQA Guidelines, Section 15073, for a period of 30 days, beginning on August 26, 2003 and ending on September 25, 2003.

The written comments received during the 30-day public review period for the Draft MND/IS and responses to the comments are presented below. Comments received from public agencies are listed first. Due to the large number of form letters received from residents and community members primarily in support of the Topanga Library project, these letters have been grouped accordingly. The residents' names are listed and a sample of the form letters is included.

Appropriate revisions to the MND/IS made in response to comments and information received are identified by shading, as illustrated in this sentence.

Written comments were received from the following agencies:

1. C.F. Raysbrook, Regional Manager, Department of Fish and Game. September 19, 2003.
2. Harlan R. Jeché, Unit Chief, Southern California Cleanup Operations Branch - Glendale Office, Department of Toxic Substances Control. September 19, 2003.
3. Thomas G. Martin, Captain, Malibu/Lost Hills Station, Los Angeles County Sheriff's Department. September 24, 2003.
4. Raymond E. Dippel, Assistant Environmental Planning Specialist, Los Angeles Unified School District. September 24, 2003.
5. Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research. September 25, 2003.
6. David R. Leininger, Chief, Forestry Division, Prevention Bureau, County of Los Angeles Fire Department. September 30, 2003.
7. Residents in Support of the Proposed Topanga Library.
8. Topanga Association for a Scenic Community. September 23, 2003.
9. Patricia Watts, Topanga Resident. September 24, 2003.
10. Jeanie Jefferds, Topanga Resident. September 16, 2003.

1. C.F. Raysbrook, Regional Manager, Department of Fish and Game. September 19, 2003.

Response 1-1

To ensure compliance with the Migratory Bird Act, the following mitigation measure has been incorporated into the project in Section IV, Biological Resources as the mitigation measure no.5:

5. If project activities are planned to occur during the breeding season (generally between March 1 and August 31), beginning 30 days prior to the disturbance of suitable nesting habitat the County of Los Angeles Department of Public Works will arrange for a qualified biologist to conduct weekly bird surveys to detect any unprotected native birds in the habitat to be removed and any other such habitat within 300 feet (as property access allows) of the construction work area or within 500 feet of raptors nests. The last survey will be conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (500 feet of raptor nesting habitat) will be delayed until August 31, or surveys will be continued in order to locate nests. If an active nest is located, clearing and construction within 300 feet of the nest (500 feet of raptor nests) will be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest will be established with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The County of Los Angeles Department of Public Works will record the results of the recommended protective measures to document compliance with applicable State and federal laws pertaining to the protection of native birds.



DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
4949 Viewridge Avenue
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(858) 467-4201



September 19, 2003

Mr. Justine Gembala
County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803



Comment letter # 1

**Draft Negative Declaration for
Topanga Public Library
SCH # 2003081138, Los Angeles County**

Dear Mr. Gembala:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Initial Study (IS) and Draft Negative Declaration (DND) for the above referenced proposed project relative to impacts to biological resources. The project proposal consists of the construction of a public library on 0.62 acres of land located at 122 North Topanga Canyon Boulevard near the intersection of Old Topanga Road. The site supports native and exotic trees and scattered vegetation, is surrounded by commercial and residential uses and is within 200 feet of Topanga Creek.

comment

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq.) and Fish and Game Code Section 1600 et seq.:

Impacts to Biological Resources

1. Native Nesting Birds -- As stated in the DND several oak trees and additional non native trees will be removed and/or pruned during project construction.
 - a. The proposed project will result in removal and/or disturbance of vegetation and ground substrates and therefore has the potential to directly impact nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
 - b. Proposed project activities (including disturbances to native and non-native vegetation and man-made nesting substrates) should take place outside of the

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breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

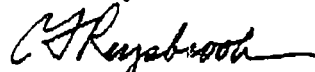
If the project activities cannot feasibly avoid the breeding bird season, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet (as property access allows) of the construction work area (within 500 feet for raptors). The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of native birds.

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Cont.

In conclusion, the Department recommends that the above concerns are addressed prior to lead agency approval of the proposed project.

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Scott Harris, Associate Wildlife Biologist, at (818) 360-8140.

Sincerely,



C. F. Raysbrook
Regional Manager

cc: Morgan Wehtje; Scott Harris; CFR-Chron; HCP-Chron - Department of Fish and Game
Mr. Scott Morgan - State Clearinghouse

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2. **Harlan R. Jeché, Unit Chief, Southern California Cleanup Operations Branch - Glendale Office, Department of Toxic Substances Control. September 19, 2003.**

Response 2-1

The cesspool located near the southwest corner of the site is active and serving the existing trailer-mounted office of the Santa Monica Mountains Resource Conservation District. This existing cesspool will be removed and all required approvals and permits will be obtained. Based on the results of the geotechnical soils engineering study and Phase I environmental assessment prepared for the project, there is no indication that this cesspool has resulted in any soil contamination and that the site conditions pose a threat to human health or the environment. Nonetheless, to ensure that the cesspool will be removed in compliance with all applicable regulations, the following mitigation measure has been incorporated into the project:

1. The existing underground cesspool will be removed and all required approvals and permits will be obtained from the Department of Public Works Environmental Programs Division.

Response 2-2

The following mitigation measure has been incorporated into the project:

2. Should any hazardous substances or contamination be encountered during any excavation phase of the project, work in impacted areas will be suspended and the area will be clearly marked. The County of Los Angeles Department of Public Works will be contacted to implement and oversee any required investigation and/or remediation in compliance with applicable laws and regulations. Completion of this measure will be monitored and enforced by the County of Los Angeles Department of Public Works.

Response 2-3

Construction will be suspended in the event that soil contamination is suspected and the County of Los Angeles Department of Public Works will enforce the identification and implementation of appropriate health and safety procedures, in compliance with the existing County procedures. The County of Los Angeles Department of Public Works will implement and oversee any required investigation and/or remediation (see Response 2-2).



Department of Toxic Substances Control



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201

Gray Davis
Governor

September 19, 2003

Comment Letter #Z

Ms. Justine Gembala
Project Manager
County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, California 91803-1331

NOTICE OF COMPLETION OF DRAFT MITIGATED NEGATIVE DECLARATION/INITIAL STUDY FOR TOPANGA LIBRARY, SCH NO. 2003081138

Dear Ms. Gembala:

The Department of Toxic Substances Control (DTSC) has received your Notice of Completion of draft Mitigated Negative Declaration/Initial Study (MND/IS) for the project mentioned above

Comment

Based on the review of the document, DTSC comments are as follows:

1. The MND/IS Appendix B: Soils Report states that a filled cesspool is located near the southwest corner of the Site. It is possible that hazardous wastes/substances are associated with the cesspool and released to the soil in the Project site. The MND/IS, therefore needs to identify any known or potentially contaminated area within the Project site. For all identified areas, the MND/IS needs to evaluate whether conditions at the site pose a threat to human health or the environment.
2. The MND/IS should identify the mechanism to initiate any required investigation and/or remediation for any area that may require remediation, and which government agency will provide appropriate regulatory oversight.
3. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exists, the MND/IS

Z-1

Z-2

Z-3

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.

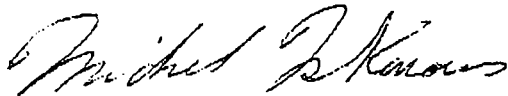
Ms. Justine Gembala
September 19, 2003
Page 2

should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

2-3
Cont.

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmigidiano, Project Manager, at (818) 551-2870 or me, at (818) 551-2877.

Sincerely,



for

Harlan R. Jeché
Unit Chief
Southern California Cleanup Operations Branch – Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

3. Thomas G. Martin, Captain, Malibu/Lost Hills Station, Los Angeles County Sheriff's Department. September 24, 2003.

Response 3-1

The comment that the proposed library project is not expected to create a significant burden on the regional transportation network, nor have a significant impact on the delivery of general law enforcement services to the area, consistent with findings in MND/IS, is acknowledged. The information that the Los Angeles County Sheriff's Department, Malibu/Lost Hills Station currently provides general law enforcement service to the area and a number of existing County Library facilities currently serve the general area, including libraries in Calabasas, Malibu, Oak Park, and Westlake Village, and that has been provided in the Draft MND/IS, is acknowledged.

Response 3-2

The comment that the six mitigation measures identified in the Draft MND/IS to maximize traffic safety by enhancing sight distances are reasonable, measured, and balanced, is acknowledged. These measures will be included as final conditions of project approval.

With regards to the comment that consideration should be given to extending the scope of the parking prohibition north and south of the project location, on-street stopping/parking will be prohibited along the entire project site frontage to prevent obstruction of line-of-sight distances and to accommodate the proposed deceleration lane. Extending the scope of parking prohibition beyond the library site to the north and south cannot be implemented as part of the library project because those areas are along properties other than that of the library project. While this project maximizes line-of-sight distances for the library site, it cannot impose line-of-sight distances and enact parking prohibitions for private properties.



Leroy D. Baca, Sheriff

County of Los Angeles
Sheriff's Department Headquarters

4700 Ramona Boulevard
Monterey Park, California 91754-2169

(818) 878-1808



September 24, 2003

Comment Letter # 3

Justine Gembala, Project Manager
Project Management Division 1, 5th Floor
County of Los Angeles Department of Public Works
Post Office Box 1460
Alhambra, CA 91802-1460

Delivered via facsimile (626) 979-5329

Dear Ms. Gembala:

Please accept my sincerest appreciation for the opportunity to comment on the preparation of the Draft Mitigated Negative Declaration (MND) and Initial Study for the proposed Topanga Library (Project).

The premises location, 122 North Topanga Canyon Boulevard, Topanga, is a .62 acre site located in the unincorporated community of Topanga, County of Los Angeles. The Los Angeles County Sheriff's Department, Malibu/Lost Hills Station, currently provides general law enforcement service to the area, while the California Highway Patrol (CHP) is the law enforcement agency with primary jurisdiction for the enforcement of all traffic related regulations.

A number of existing county library facilities currently serve the general area including, but not limited to, Calabasas (23975 Park Sorrento), Malibu (23519 Civic Center Way), Oak Park (temporary location at 130 North Kanan Road), and Westlake Village (31220 Oak Crest Drive). Most visitors to the proposed facility are expected to be local residents. Consequently, this proposal is not expected to create a significant burden on the regional transportation network, nor have a significant impact on the delivery of general law enforcement services to the area.

The MND identified a potentially significant impact with respect to the line of sight distances for left turns in and out of the Project driveway. We share those concerns and believe the applicant should be conditioned to maximize the sight distances to the greatest extent possible to reduce potential impacts to a level of less than significant.

Comment

3-1

3-2

A Tradition of Service Since 1850

Justine Gembala, Project Manager
September 24, 2003
Page Two

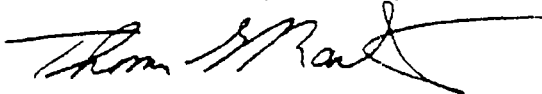
The document identified a number of mitigation measures designed to maximize traffic safety by enhancing sight distances. I believe the six (6) mitigation measures are reasonable, measured, and balanced approach and should be included as final conditions of approval. Consideration should be given to extending the scope of the parking prohibition north and south of the project location.

3-2
cont.

Thank you for the opportunity to comment on this Mitigated Negative Declaration and Initial Study for the Topanga Library and the opportunity it afforded me in assessing the level of law enforcement service provided by the staff of Malibu/Lost Hills Station.

Sincerely,

LEROY D. BACA, SHERIFF

A handwritten signature in black ink, appearing to read "Thomas G. Martin", with a long horizontal flourish extending to the right.

Thomas G. Martin, Captain
Malibu/Lost Hills Station

4. **Raymond E. Dippel, Assistant Environmental Planning Specialist, Los Angeles Unified School District. September 24, 2003.**

Response 4-1

The project site is located one-quarter mile south of Topanga Elementary School. The construction of the library facility and associated road improvements along Topanga Canyon Road will not directly affect the school's access or operations since these activities will take place at a considerable distance from the school and primarily on the opposite side of Topanga Canyon Road from the school. The construction and operation of the library will not obstruct access to the school, and will not block lanes in either direction on Topanga Canyon Boulevard for any extended period of time. All other construction activity will be confined within the boundaries of the project site.

The traffic study prepared for the project and included in the Draft Mitigated Negative Declaration/Initial Study indicates that no significant traffic impact will result with implementation of the identified improvements on Topanga Canyon Boulevard, including the streets serving the school. As indicated, the library will generate a relatively small number of trips, and library operating hours do not coincide with the school's peak morning traffic period since the library is anticipated to open at 11 A.M., after the morning classes start. No alterations to either the existing pedestrian routes to the school or to the bus stops will result, and no school-bus-on-time performance will be affected by the proposed project. No haul routes, staging, or parking of construction vehicles will occur or be routed on streets providing access to the school. All appropriate and necessary security measures will be implemented during construction as part of the County's standard construction procedures and practices utilized for all County facilities and projects.

ENVIRONMENTAL IMPACT RESPONSE

The following are environmental impact concerns and mitigation measures necessary to address school traffic, pedestrian routes and transportation safety issues.

- LAUSD Transportation Branch, (323) 342-1400, must be contacted regarding the potential impact, if any, upon existing school bus routes.

School buses must have access to Topanga Elementary School

During construction phase, truck traffic and construction vehicles may cause traffic delays for our transported students.

During and after construction, changed traffic patterns, lane adjustment, traffic light patterns and altered bus stops may impact school bus-on-time performance and bus passenger safety.

Because of provisions in the California Vehicle Code, other trucks and construction vehicles may encounter school buses using the red flashing lights and must stop

The Project Manager or designee should notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic through the areas.

- Contractors must guarantee that safe and convenient pedestrian routes to Topanga Elementary School are maintained. The "Pedestrian Routes to Topanga Elementary School" map will be provided upon request.
- Contractors must maintain ongoing communication with the administrator of Topanga Elementary School, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicular routes to school will be impacted.
- Appropriate traffic controls (signs and signals) must be installed as needed to ensure pedestrian and vehicular safety.
- Haul routes are not to be routed past Topanga Elementary School, except when school is not in session.
- No staging or parking of construction vehicles, including vehicles to transport workers on streets adjacent to Topanga Elementary School.
- Funding for crossing guards to be provided when safety of children is compromised by construction-related activities at impacted crossings.
- Barriers must be constructed as needed to minimize trespassing, vandalism, and short-cut attractions and attractive nuisances.
- Security patrols should be funded and provided to minimize trespassing, vandalism, and short-cut attractions.
- Fencing should be installed to secure construction equipment to minimize trespassing, vandalism, and short-cut attractions.

4-1
cont.

5. **Terry Roberts, Director, State Clearinghouse, Governor's Office of Planning and Research. September 25, 2003.**

Response 5-1

The comment that the County of Los Angeles Department of Public Works has complied with the State Clearinghouse public review requirements for the Mitigated Negative Declaration/Initial Study is acknowledged. No response is required.



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

September 25, 2003

Justine Gembala
Los Angeles County
900 South Fremont Avenue
Alhambra, CA 91803-1331

Comment letter # 5

Subject: Topanga Library
SCH#: 2003081138

Dear Justine Gembala:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 24, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

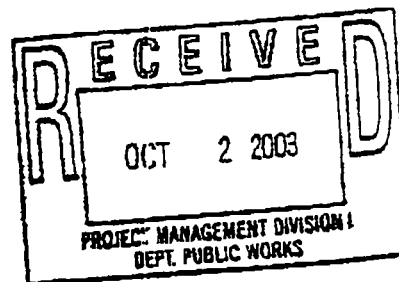
This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency



Comment

5-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2003081138
Project Title Topanga Library
Lead Agency Los Angeles County

Type Neg Negative Declaration
Description The County of Los Angeles proposes to acquire a 0.62-acre property and construct and operate an elevated one-story, approximately 12,000 square-foot County library facility.

Lead Agency Contact

Name Justine Gembala
Agency Los Angeles County
Phone 626.300.2322 **Fax**
email
Address 900 South Fremont Avenue
City Alhambra **State** CA **Zip** 91803-1331

Project Location

County Los Angeles
City
Region
Cross Streets Topanga Canyon Boulevard and Old Topanga Canyon Road
Parcel No. 4445-008-800

Township	Range	Section	Base

Proximity to:

Highways 27
Airports
Railways
Waterways Topanga Creek
Schools Topanga Elementary School
Land Use Support Office for the Santa Monica Mountains Resource Conservation District/Zoned Unlimited Commercial (C-3).

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; California Coastal Commission; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Office of Emergency Services; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Santa Monica Mountains Conservancy; State Lands Commission

Date Received 08/26/2003 **Start of Review** 08/26/2003 **End of Review** 09/24/2003

6. **David R. Leininger, Chief, Forestry Division, Prevention Bureau, County of Los Angeles Fire Department. September 30, 2003.**

Response 6-1

The issues of potential fire hazards and compliance with all applicable Fire Department's requirements were addressed in the Draft MND/IS as follows. As stated on page 30 of the Draft MND/IS: "In compliance with existing State Fire Marshall requirements, the project includes provisions for required water flows, fire hydrants, fire alarms, and fire detection devices. In addition, the project includes the provision of required fire truck access in compliance with the Los Angeles County Fire Department requirements." As discussed on page 22 of the draft MND/IS: "The project site is located within a wildfire hazard zone. Therefore, the library will be equipped with all necessary fire protection devices in accordance with County guidelines, including fire alarm and fire suppression systems (sprinklering), and constructed in accordance with the Uniform Fire Code standards. In addition, fuel modification is required by Title 32 of the County Code, Chapter 1117.2.1. Compliance with these existing County fire guidelines and the Uniform Fire Code will ensure a less than significant impact."

Response 6-2

If limited access devices, such as gates, are to be used, such project plans will be submitted to the Fire Department for review and approval.

Response 6-3

If traffic calming measures, such as speed bumps within a parking lot, are to be used, such project plans will be submitted to the Fire Department for review and approval.

Response 6-4

The comment that the areas germane to these statutory responsibilities of the Fire Department's Forestry Division have been addressed in the Draft MND/IS document is acknowledged

The maximum allowable grade shall not exceed 15% except where the topography makes it impractical to keep within such grade, and then an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topography difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in 10 feet.

When involved with a subdivision in unincorporated areas within the County of Los Angeles, Fire Department requirements for access, fire flows and hydrants are addressed at the Los Angeles County Subdivision Committee meeting, during the subdivision tentative map stage.

NON-RESIDENTIAL:

Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of their buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
3. Additional hydrants will be required if hydrant spacing exceeds specified distances.

Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length. All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:

1. Provide 28 feet in width, when a building has three or more stories, or is more than 35 feet in height, above access level. The height of the building is measured from the lowest point of access to the height of the eaves. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.
2. Provide 34 feet in width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
3. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.
4. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
5. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

6-1
cont.

Ms. Justine Gemhala
September 30, 2003
Page 3

LIMITED ACCESS DEVICES (GATES ETC.):

All access devices and gates shall meet the following requirements:

1. Any single gated opening used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.
2. Any divided gate opening (when each gate is used for a single direction of travel - i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
3. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.
4. All limited access devices shall be of a type approved by the Fire Department.
5. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.

6-2

TRAFFIC CALMING MEASURES:

All proposals for traffic calming measures (speed humps/humps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.

6-3

Should any questions arise regarding design and construction, and/or water and access, please contact Inspector J. Scott Greenelsh at (323) 890-4235.

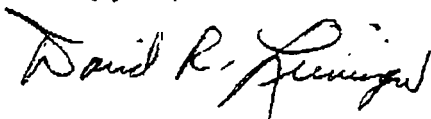
FORESTRY DIVISION - OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. The areas germane to these statutory responsibilities have been addressed.

6-4

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:lc

7. 100 Residents in Support of the Proposed Topanga Library.

A total of 100 letters were received in support of the Topanga Library. The commentors support for the project is acknowledged; no response is required.

Of the 100 letters, 58 are form letters expressing "Yes, to a Topanga Library!" received from the following persons:

Buz Tarlow	Robin Becker
Elizabeth Kipner	James Chressanthis
Gabe Wallace	Lisa Mindel
Patricia Burke	Adrian Wright
Zoe Nissman	Gina Tassone
Elaine Stevens	Catherine McCleakan
Allen Amerson	Deborah Bohan
Terry Marks-Tarlow	Karena Potts
Kayla Torpedo Morrison	Joyce Gutesha
Joseph Morrison	Rowan Artemoff-Meyerson
Karla Morrison	Win Meyerson
Marianne Bordier	Angelina Artemoff
Amy Weisberg	Paul Astor
Audrey Bruckner	
Devon Chatham	
Judy Fogel	
Anne Heed	
Sandy Elsky	
Nancy Spire	
Gretchen Booth	
Mary MacQueen	
Ann Matsuyama	
Dawn DaMart	
Ann Stalcup	
Anthony Hall	
Christina Erteszek	
Maxine McCarty	
John Dyer	
Barbara Metzenbaum	
John Sherwood	
Albert Lannutti	
Alison Lannutti	
Linda Henderson	
Rose Lannutti	
Sondra Lannutti	
E.J. Riese	
Melissa Hertz	
Eleanor Mitchell	
Brooke Freund	
Foster Sherwood	
Karen Sherwood	
Kelly Lowry	

Of 100 letters, 20 are form letters stating that "the proposed Topanga Library is an exciting opportunity for the students at Topanga Elementary School" received from the persons listed below.

Lisa Villasenor
Robert Arrand
Linda Arrand
Barbara Jane Dillon
Cindy Petterson
Randy Bostic
Julie Cahill
Gene Bostic
Suzanne Jensen
Kajsa Ceder
Dennis Giedd
Sally Powell

Lori Starr
Richard Oginz
Patricia Dymmer
Cori Glazer
The Benson Family
Stephanie MacNeill
Lori Precious
Stan Erecki
Edith Irwin
Mary Koon
Lisa Ciana-Gutierrez
Kim Kimberly

In addition, 22 individual letters in support of the Topanga Library project were received from the following persons:

Cynthia Scott, President of the Friends of the Topanga Library
Liam Joyce, Principal of Topanga Elementary School
Linda Hinrichs, Director of the Children's Corner Play Center
Dr. Tracy Cogbill
Judy Hein
Catherine Grasso
Nancy Williams
Deborah Werner
Emma Hoeger Kirby
Jennifer Braun and David Goldman
Lisa Klinger
Rick Cleveland
Mary Cleveland
Karen Rosenquist
William Sloan
Adrian Allan
Kirsty Iredale
Herbert Petermann
Chryssa Lightheart
Hope Edelman
Sue Sullivan
Debra Silbar, owner of Abuelitas Mexican Restaurant

Samples of the form letters received are included on the following pages.

September 15, 2003

Regional Planning Commission
170 Hall of Records
320 West Temple Street
Los Angeles, CA 90012
FAX: (213) 626-0434

Dear Planning Commissioners:

The proposed Topanga Library is an exciting opportunity for the students at Topanga Elementary School and I hope you will help this worthy project move forward.

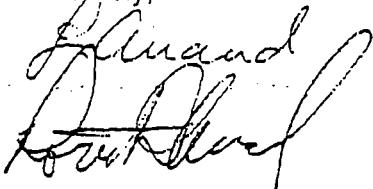
Young children will be able to choose from a wider selection of story books, which will help foster a love of reading without having to drive outside the Canyon. Older children will gain access to books, newspapers, magazines and encyclopedias for research reports. All children will have the opportunity to learn better research skills—increasingly important in today's information-driven world.

More children will also gain access to computers, as well as a homework and tutoring center. Further, the meeting rooms will provide a safe, central meeting location for after-school activities like Topanga Brownies and Boy Scouts.

This facility will provide a wonderful benefit to Topanga's children and I urge your support.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Robert + Linda Arrand".

Robert + Linda Arrand
Linda Arrand
P.O. Box 1554
Topanga, CA 90290

September 15, 2003

Regional Planning Commission
170 Hall of Records
320 W. Temple Street
Los Angeles, CA 90012
FAX 213.626-0434

RE: Topanga Library Mitigated Negative Declaration and Initial Study
YES, to a Topanga Library!

Dear Planning Commissioners:

The proposed Topanga Library is an exciting opportunity for our unique community and I whole-heartedly support the County's effort to provide this worthwhile service. As with any project, questions and concerns arise regarding the environmental effects of building and operating a new Library. In this case, however, the Topanga Library would not result in any significant negative impacts to our town or the environment in which we live, but the benefits promise to be enormous.

First, in order to improve traffic conditions and ensure that patrons will be able to safely come and go from the Library, the project will make some much-needed improvements to the existing roadway. The installation of two deceleration lanes as well as efforts taken to improve sight-distance will more than mitigate any additional traffic generated by the Library. Indeed, they will improve upon existing conditions and help make our Town Center a safer place to enjoy.

Second, though it appears that some trees will be removed to improve traffic safety and accommodate the new building, the County has promised to replace the oak trees at a 2:1 ratio as recommended by a certified arborist and they will work in close consultation with the LA County Forester. I thank the County for their willingness to work with the Topanga Community and encourage them to find opportunities to go above and beyond these minimum standards and further increase the number of oak trees around the new Library site.

Third, the Library will provide the community with an opportunity to improve the aesthetic quality of what is now a less-than-ideal visual use of the land. The current site is home to a tin-sided trailer, a storage shed, and is used as storage for construction equipment and vehicles. The Library, on the other hand, will blend easily into the surrounding area and will not obstruct the views of the Santa Monica Mountains and Topanga State Park.

For all these reasons the new Library will be welcome in Topanga. However, the benefits of the Library go well beyond traffic and aesthetic improvements. This Library's collection will provide access to story-time readings for kids of all ages, research books for students and life-long learners, books-on-tape and large print for seniors, computers and internet access for those lacking, a showcase for local talent, information uniquely relevant to Topanga and newspapers from a multitude of languages and viewpoints. Further, its meeting and community rooms will offer a homework and tutoring center and will facilitate and caliven Topanga's vibrant community spirit and make it easier to participate in a wide range of local activities and organizations.

I eagerly await the day when Topanga will finally have its own Library, a service that this special community very much wants and deserves.

Sincerely,

Elizabeth Kipner

8. Topanga Association for a Scenic Community. September 23, 2003.

Response 8-1

The commentor's personal opinion opposing the removal of two oak trees is acknowledged. As a condition of Oak Tree Permit No. 03-193-(3) approved by the Regional Planning Commission on September 24, 2003, the County is permitted to remove oak trees necessary to comply with the Caltrans sight distance requirements. The County will replace two ordinance size 8-inch or larger oak trees at a 3:1 ratio and, at the Regional Planning Commission's request, has agreed to replace one additional near ordinance size on-site oak tree with a 7.3-inch diameter at a 3:1 ratio as well. This updated information has been included in the Final MND/IS document. Replacing 3 oak trees removed with 9 new oak trees, on site and/or nearby at locations approved by the County Forester, in compliance with the Oak Tree Permit will ensure that impact will be less than significant.

TOPANGA ASSOCIATION FOR A SCENIC COMMUNITY
PO BOX 352 TOPANGA, CA 90290

September 23, 2003

Comment Letter # 8

Los Angeles County Dept of Regional Planning
821 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Filed with RPC

Subject:

9/24/03

Date:

DTP 03-193-3

Re: permit #03-193-(3)

Secretary

Commissioners:

(K. Johnson)

Comment

The Topanga Association For a Scenic Community has reviewed the request for the Oak Tree Permit for the removal of two oak trees associated with the possible approval of a grant request to construct an 11,000 sq. ft. County Library facility in Topanga.

Our organization opposes their removal. Oak trees in the Santa Monica Mountains are a very precious resource and although there are mitigations offered, these mitigations are rarely successful. Replacing mature trees with seedlings, especially trees near if not actually qualifying as Heritage Oaks, is hardly ever effective, even if the ratio is 2 or 3 to 1.

We who love and value our trees think that at the very least these trees should be incorporated into the plan so that it better fits within the tradition of Topanga.

We must look at why we are in this position. The issue of a proposed library in Topanga is now being hotly contested and will continue to be so in our community. The choice of this particular location for the proposed library is a major part of the contention. Although the land is owned by the county, it may not be the best place for an 11,000 sq. ft. public building. All the mitigation measures being required by Caltrans, including the removal of the oaks, will impose negative and dangerous conditions on neighboring businesses and will negatively impact traffic conditions on an already overburdened highway for residents and commuters alike.

8-1

Page 2

Re: permit #03-193-(3)

To: Los Angeles County Dept of Regional Planning

From: Topanga Association for a Scenic Community

TASC is not at all sure that the promise of a stipulation within the permit, that nothing will happen to the trees unless the Library Grant is approved, is the way to go. This process is being fast-tracked in order to qualify for a competitive State Bond act to combat illiteracy. TASC hopes this commission will not sacrifice our oaks merely to remain in the running for state taxpayers dollars when arguably more qualified applicants exist.

It is important to slow down and take the time to see what the community really wants and needs. Unfortunately the process consists of a series of incremental approvals, like this permit, which never seem to address the overall impact of a project as massive as an 11,000 sq. ft. building in the heart of a very rural community. By the time that impact is realized, it's too late. The momentum has been established and we end up with development not in keeping with the nature and character of the community it is supposed to serve.

Sincerely yours

Topanga Association for a Scenic Community

8-1
cont.

9. Patricia Watts, Topanga Resident. September 24, 2003.

Response 9-1

The commentor's personal opinion is acknowledged. The Draft MND/IS includes a detailed discussion of the project's potential noise, light, traffic, biological resources (including oak trees), and construction impacts.

The Draft Mitigated Negative Declaration/Initial Study states that the project will introduce new lighting to the area during the evening hours, including interior and exterior lighting for the library facility and standard safety lighting for the parking lot. Lighting will be limited to conserve energy and minimize off-site illumination. Design features will include low-glare, shielded, and/or cutoff lights. All exterior lighting will be directed downward and inward onto the site to minimize, to the extent possible, spillover and glare, while providing for adequate safety and security for the library. Non-reflective building materials will be used for the building exterior to the extent practicable to prevent daytime glare. Incorporation of these standard features into the project will result in a less than significant impact.

According to the traffic study completed for the proposed Topanga Library project, the library facility will generate approximately 648 daily trips. These additional trips were not found to exceed significance criteria for traffic-related impacts, and will result in a less than significant impact. A traffic gap study prepared for the project found that significant gaps in the traffic volume on the Topanga Canyon Boulevard just north of Old Topanga Canyon Road will allow for left turns into and out the project driveway. In addition, the following mitigation measures have been incorporated into the project to enhance line-of-sight for motorists:

1. Prohibit on-street stopping for the entire project frontage.
2. Add two 12-foot northbound deceleration lanes, one starting at the west driveway (at Bouboulina's) and ending at the north driveway of the adjacent commercial property to the east (Pine Tree Circle), and one starting at the north driveway of the adjacent commercial property to the east (Pine Tree Circle) and ending at the library project site's driveway.
3. Close the west driveway (at Bouboulina's) and reduce the north driveway from 58 feet to 26 feet at the adjacent commercial property to the east (Pine Tree Circle).
4. Remove all obstructions from motorists' line-of-sight to the west of the proposed library driveway, including the Topanga Rug Store and trailer on the adjacent commercial property (Pine Tree Circle) and the oak tree on the south side of Topanga Canyon Boulevard (southwest of the project site).
5. Prune the oak trees and prune and/or remove the non-oak trees within the road right-of-way at the curve on the north side of Topanga Canyon Boulevard approximately 330 feet east of the library project site to increase sight distance.
6. Pave the existing shoulder on the north side of Topanga Canyon Boulevard starting at the curve just south of Topanga School Road and ending past the library project site.

Since the project is located within an Environmentally Sensitive Habitat Area, the project

includes mitigation measures to minimize any potential to affect sensitive resources.

1. Existing on-site trees will be incorporated into the landscaping of the site to the extent practicable within the parameters of the site's size and the library facility design needs.
2. If incorporation of the on-site existing oak trees with an 8-inch diameter or larger into the site landscaping is not practical, one ordinance size oak tree and one near ordinance size oak tree with a 7.3-inch diameter will be replaced at a ratio of no less than 3:1 (three replacement trees to one removed tree), as recommended by the arborist and concurred with by the County Forester.
3. Replace the ordinance size oak tree adjacent to the site to the southwest that will be removed to improve motorist's sight distance entering and exiting the project site at a ratio of no less than 3:1, as recommended by the arborist and concurred with by the County Forester.
4. The septic system serving the library will be designed and constructed in accordance with Los Angeles County Health Department Standards and regularly maintained and inspected to ensure that the system does not back up, leak, or generate the potential for runoff into Topanga Creek.
5. If project activities are planned to occur during the breeding season (generally between March 1 and August 31), beginning 30 days prior to the disturbance of suitable nesting habitat the County of Los Angeles Department of Public Works will arrange for a qualified biologist to conduct weekly bird surveys to detect any unprotected native birds in the habitat to be removed and any other such habitat within 300 feet (as property access allows) of the construction work area or within 500 feet of raptors nests. The last survey will be conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (500 feet of raptor nesting habitat) will be delayed until August 31, or surveys will be continued in order to locate nests. If an active nest is located, clearing and construction within 300 feet of the nest (500 feet of raptor nests) will be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest will be established with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The County of Los Angeles Department of Public Works will record the results of the recommended protective measures to document compliance with applicable State and federal laws pertaining to the protection of native birds.

All project impacts associated with the acquisition of the project site, construction, and operation were analyzed. With regard to construction of the proposed library, the construction will take place on the site that is surrounded primarily by existing commercial development, including a strip of retail commercial businesses, a Verizon facility, and a real estate office. The closest sensitive use is a single-family residence located approximately 100 feet to the east. Other nearby uses includes residences along Cuesta Cala Road located within 200 feet of the site. Therefore, construction of the library will proceed in compliance with the existing County regulations that restrict the hours of construction activity to between the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday. No construction activity will take place on weekends or federal holidays. Since the existing residences are located in close vicinity and may be affected by intermittent noise during construction, the following mitigation measures will be implemented

in addition to compliance with these existing regulations:

1. A temporary 6-foot-tall wooden fence or similar barrier will be provided along the boundaries of the site to protect nearby uses from noise during construction.
2. Muffled construction equipment will be used whenever possible.

Construction emissions will be generated by construction equipment, grading of the project site and other construction activities, and vehicles of workers traveling to and from the site. The majority of grading and site preparation activity that generates dust will occur in the initial phase of the project, which involves demolition, site preparation, construction of utility improvements, and building foundations. However, peak construction air pollutant emissions will be substantially below the SCAQMD threshold amounts, and this impact will be less than significant. Nonetheless, since the Topanga Elementary School is located within one-quarter mile of the project site, the following mitigation measures will be implemented to protect the school:

1. Exposed soils will be watered at least twice daily to reduce dust.
2. If soil is tracked off the project site by construction vehicles onto adjacent streets, the project contractor shall sweep the streets on an as-needed basis to eliminate soil tracked onto the roadway.

FAX: 213-626-0434

ATTENTION:

Kevin Johnson
Department of Regional Planning
County of Los Angeles
320 West Temple Street
Los Angeles, CA 90012

Comment Letter # 9

RE: Public Hearing to Adopt a Mitigated Negative Declaration for development of
122 North Topanga Canyon Boulevard to build a County Library.

Dear Kevin Johnson;

I am unable to attend the hearing this morning, however, I send this FAX to represent my concerns with developing 122 North Topanga Canyon Blvd.

Although I send this letter as a resident of Topanga, I also send this letter as a resident who has worked at this address for the last three years. I know the property is a central location in Topanga, which might appear to be a logical site to build a community library, however, this would be a huge mistake if developed as proposed by the county.

First of all, as an environmental educator who has been educating residents in Topanga about living in a wilderness setting and how to living "lightly" on the land, to build a library of this size at this location has serious implications. My concerns are the following:

- 1) NOISE
- 2) LIGHT POLLUTION
- 3) TRAFFIC
- 4) REMOVAL OF NATIVE OAKS
- 5) CONSTRUCTION METHODS

These are all impacts which will not only destroy the natural habitat (air, earth, animals and plants), it will also cause serious traffic problems which will impede on our ability to drive safely through Topanga Canyon. I realize some residents in the canyon feel this is a good thing, however, it is antithetical to the very ecological principals which I teach the children of this canyon!

I hold a B.A. in Business Administration and a M.A. in Museum Studies. I love libraries and am very excited that a new 10,000 ft library has recently opened only 10 minutes away in Woodland Hills. The monies available to build this library would be better spent in an area where the economic needs and population demands are greater! Save our wild space and build something much smaller with less impact at this location.

Sincerely,

Patricia Watts
Topanga Resident
PO Box 522
Topanga, CA 90290

Comment

9-1

10. Jeanie Jefferds, Topanga Resident. September 16, 2003.

Response 10-1

The commentor's personal opinion is acknowledged. To minimize the impact on biological resources and comply with the County's Oak Tree Ordinance to protect the existing oak trees, the project includes the following mitigation measures:

1. Existing on-site trees will be incorporated into the landscaping of the site to the extent practicable within the parameters of the site's size and the library facility design needs.
2. If incorporation of the on-site existing oak trees with an 8-inch diameter or larger into the site landscaping is not practical, one ordinance size oak and one near ordinance size oak tree with a 7.3-inch diameter will be replaced at a ratio of no less than 3:1 (three replacement trees to one removed tree), as recommended by the arborist and concurred with by the County Forester.
3. Replace the ordinance size oak tree adjacent to the site to the southwest that will be removed to improve motorist's sight distance entering and exiting the project site at a ratio of no less than 3:1, as recommended by the arborist and concurred with by the County Forester.
4. The septic system serving the library will be designed and constructed in accordance with Los Angeles County Health Department Standards and regularly maintained and inspected to ensure that the system does not back up, leak, or generate the potential for runoff into Topanga Creek.
5. If project activities are planned to occur during the breeding season (generally between March 1 and August 31), beginning 30 days prior to the disturbance of suitable nesting habitat the County of Los Angeles Department of Public Works will arrange for a qualified biologist to conduct weekly bird surveys to detect any unprotected native birds in the habitat to be removed and any other such habitat within 300 feet (as property access allows) of the construction work area or within 500 feet of raptors nests. The last survey will be conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (500 feet of raptor nesting habitat) will be delayed until August 31, or surveys will be continued in order to locate nests. If an active nest is located, clearing and construction within 300 feet of the nest (500 feet of raptor nests) will be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest will be established with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The County of Los Angeles Department of Public Works will record the results of the recommended protective measures to document compliance with applicable State and federal laws pertaining to the protection of native birds.

Response 10-2

The traffic study completed for the project determined that the library facility will generate

approximately 648 daily trips. These additional trips were found to result in a less than significant traffic and not exceeding significance criteria for traffic-related impacts.

Response 10-3

The commentor's personal opinion is acknowledged. As indicated in the Mitigated Negative Declaration/Initial Study, the proposed library is intended to fulfill the current and projected year 2020 library service needs of Los Angeles County residents within the Topanga library service area. This library service area will require library space totaling approximately 12,000 square feet to meet the service needs of the current and projected service population of approximately 19,500 residents in 2020.

Comment Letter # 10

Page 1 9/16/03

DEAR REGIONAL PLANNING COMMITTEE;

I AM STRONGLY OPPOSED TO THE PLANNED LIBRARY. THERE IS A BRAND NEW, STATE-OF-THE-ART LIBRARY ON VENTURA BLVD, CLOSE TO TOPANGA BLVD. USE THE MONEY FOR SPECIAL SHUTTLES TO TAKE PEOPLE TO THAT LIBRARY TWO TO FOUR TIMES A DAY. WHAT THIS PROJECT IS GOING TAKE IS NOT WORTH WHAT WE GET FOR IT; TWO HUGE, MAGNIFICENT TREES, THE QUIET SERENITY OF PINE TREE CIRCLE THE WAY IT IS, + TOPANGA REG CO. WHICH IS LIKE ~~BE~~ A WELCOMING HOUSE. PEOPLE MEET THERE + TALK, VISIT, HANG OUT. IT IS ALL ONE. YOU CAN'T RIP IT UP + EXPECT IT TO BE THE SAME.

Comment

10-1

Page 2

THIS PLAN WILL CAUSE TRAFFIC JAMS + CHAOS ON
THE BOULEVARD. THERE ~~COULD~~ COULD BE BOOK DRIVE
DIRECTED BY THE SCHOOL.

10-2

THIS IS REALLY ABOUT A ELITE FEW WHO
WANT THEIR PROPERTY VALUES TO GO UP. I SPENT
OVER \$1,100,000.00 TO LIVE HERE THE WAY IT IS.

10-3

NO LIBRARY.

THANKYOU FOR YOUR ATTENTION,

JENNIE JEFFERDS

21000 COLINA DR.

TOPANGA, CA - 90290

310-455-2613

Appendix A: Air Quality Worksheets

Page: 1

URBEMIS 2002

Project Name: **Topanga Library Construction**
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT: CONSTRUCTION
(Pounds/Day - Summer)

SOURCE	ROG	NOx	CO	SO2	PM10
MAXIMUM CONSTRUCTION EMISSION ESTIMATES (ppd,unmitigated)	5.54	42.48	43.81	0.33	12.27
WORKER TRIP EMISSION ESTIMATES (ppd, unmitigated)	1.63	1.68	18.89	0.02	1.51
TOTAL EMISSIONS (ppd, unmitigated)	7.17	44.16	62.70	0.35	13.78

URBEMIS 2002

Project Name: **Topanga Library Construction**
 Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT: CONSTRUCTION
(Pounds/Day - Summer)
CONSTRUCTION EMISSION ESTIMATES

Phase I: Demolition Estimates

SOURCE	ROG	NOx	CO	SO2	PM10
Fugitive Dust	0.00	0.00	0.00	0.00	4.20
Off-road Diesel	5.44	37.21	43.72	0.00	1.62
On-Road Diesel	0.02	0.53	0.09	0.01	0.01
MAXIMUM LBS/DAY	5.46	37.74	43.81	0.01	5.83

Phase II: Site Grading Estimates

SOURCE	ROG	NOx	CO	SO2	PM10
Fugitive Dust	0.00	0.00	0.00	0.00	11.00
Off-road Diesel	3.14	19.34	26.65	0.00	0.76
On-Road Diesel	0.01	22.49	3.74	0.33	0.51
MAXIMUM LBS/DAY	3.15	41.83	30.39	0.33	12.27

Phase III: Building Construction Estimates

SOURCE	ROG	NOx	CO	SO2	PM10
Bldg Const Off-Road Diesel	4.45	34.06	32.74	0.00	1.53
Asphalt Off-Gas	0.04	0.00	0.00	0.00	0.00
Asphalt Off-Road Diesel	1.04	8.29	7.38	0.00	0.38
Asphalt On-Road Diesel	0.01	0.13	0.03	0.00	0.00
MAXIMUM LBS/DAY	5.54	42.48	40.15	0.00	1.91

Maximum Lbs/Day All Phases	ROG	NOx	CO	SO2	PM10
	5.54	42.48	43.81	0.33	12.27

Worker Trips Estimates

SOURCE	ROG	NOx	CO	SO2	PM10
Vehicle Trips	1.63	1.68	18.89	0.02	1.51

URBEMIS 2002

Project Name: **Topanga Library Construction**
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT: CONSTRUCTION
(Pounds/Day - Winter)

SOURCE	ROG	NOx	CO	PM10	SO2
MAXIMUM CONSTRUCTION EMISSION ESTIMATES (ppd,unmitigated)	5.54	42.48	40.15	12.27	0.33
WORKER TRIP EMISSION ESTIMATES (ppd, unmitigated)	1.58	2.44	18.11	1.51	0.01
TOTAL EMISSIONS (ppd, unmitigated)	7.12	44.92	58.26	13.78	0.34

URBEMIS 2002

Project Name: **Topanga Library Construction**
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT: CONSTRUCTION
(Pounds/Day - Winter)

SOURCE	ROG	NOx	CO	PM10	SO2
MAXIMUM CONSTRUCTION EMISSION ESTIMATES (ppd,unmitigated)	5.54	42.48	40.15	12.27	0.33
WORKER TRIP EMISSION ESTIMATES (ppd, unmitigated)	1.58	2.44	18.11	1.51	0.01
TOTAL EMISSIONS (ppd, unmitigated)	7.12	44.92	58.26	13.78	0.34

Page: 1

URBEMIS 2002

Project Name: Topanga Library Operational

Project Location: South Coast Air Basin (Los Angeles area)

**SUMMARY REPORT: OPERATIONAL
(Pounds/Day - Winter)**

SOURCE	ROG	NOx	CO	PM10	SO2
AREA SOURCE EMISSION ESTIMATES (ppd,unmitigated)	0.01	0.12	0.05	0.00	0.00
OPERATIONAL (VEHICLE) EMISSION ESTIMATES (ppd,	4.19	5.25	41.99	0.03	3.19
TOTAL EMISSIONS (ppd, unmitigated)	4.20	5.37	42.04	0.03	3.19

Page: 2

URBEMIS 2002

Project Name: Topanga Library Operational

Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT: OPERATIONAL
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

SOURCE	ROG	NOx	CO	PM10	SO2
Natural Gas	0.01	0.12	0.05	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00
TOTALS	0.01	0.12	0.05	0.00	0.00

(lbs/day, unmitigated)

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006
 Temperature (F): 50
 Season: Winter
 EMFAC Version: EMFAC2002
 (9/2002)

VEHICULAR EMISSIONS					
SOURCE	ROG	NOx	CO	PM10	SO2
Library	4.19	5.25	41.99	3.19	0.03
TOTAL EMISSIONS (lbs/day)	4.19	5.25	41.99	3.19	0.03

SUMMARY OF LAND USES

Unit Type	Trip Rate	Size	Total Trips
Library	54 trips/1000 sq. ft.	12.00	648.00

* Dwelling units, 1,000 square feet, or persons.

VEHICLE ASSUMPTIONS: Fleet Mix				
Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.40	2.20	97.30	0.50
Light Truck < 3,750 lbs	9.30	4.00	93.40	2.60
Light Truck 3,751- 5,750	16.70	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.20	1.40	95.70	2.90
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.70	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.40	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	0.70	0.00	91.70	8.30

TRAVEL CONDITIONS						
	Residential			Commercial		
	Home-Work	Home-Home-	Shop-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.50	4.90	6.00	10.30	5.50	5.50
Rural Trip Length (miles)	11.50	4.90	6.00	10.30	5.50	5.50
Trip Speeds (mph)	35.00	40.00	40.00	40.00	40.00	40.00
% of Trips – Residential	20.00	37.00	43.00			
% of Trips – Commercial: Library				5.00	2.50	92.50

URBEMIS 2002

Project Name: Topanga Library Operational

Project Location: South Coast Air Basin (Los Angeles area)

**SUMMARY REPORT: OPERATIONAL
(Pounds/Day - Summer)**

SOURCE	ROG	NOx	CO	PM10	SO2
AREA SOURCE EMISSION ESTIMATES (ppd,unmitigated)	0.09	0.12	0.63	-	-
OPERATIONAL (VEHICLE) EMISSION ESTIMATES (ppd,unmitigated)	3.78	3.66	40.89	0.03	3.19
TOTAL EMISSIONS (ppd,unmitigated)	3.87	3.78	41.52	0.03	3.19

URBEMIS 2002

Project Name: Topanga Library Operational

Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT: OPERATIONAL
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

SOURCE	ROG	NOx	CO	PM10	SO2
Natural Gas	0.01	0.12	0.05	0.00	0.00
Landscaping	0.08	0.01	0.58	0.00	0.00
TOTALS	0.09	0.13	0.63	0.00	0.00
(lbs/day,unmitigated)					

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006
 Temperature (F): 90
 Season: Summer
 EMFAC Version: EMFAC2002
 (9/2002)

SOURCE	VEHICULAR EMISSIONS				
	ROG	NOx	CO	PM10	SO2
Library	3.78	3.66	40.89	3.19	0.03
TOTAL EMISSIONS (lbs/day)	3.78	3.66	40.89	3.19	0.03

SUMMARY OF LAND USES

Unit Type	Trip Rate	Size*	Total Trips
Library	54/1000 sq. ft	12.00	648.00

* Dwelling units, 1,000 square feet, or persons.

VEHICLE ASSUMPTIONS: Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.40	2.20	97.30	0.50
Light Truck < 3,750 lbs	9.30	4.00	93.40	2.60
Light Truck 3,751- 5,750	16.70	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.20	1.40	95.70	2.90
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.70	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.40	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	0.70	0.00	91.70	8.30

TRAVEL CONDITIONS

	Residential			Commercial		
	Home-Work	Home-Home-Shop-Other		Commute	Non-Work	Customer
Urban Trip Length (miles)	11.50	4.90	6.00	10.30	5.50	5.50
Rural Trip Length (miles)	11.50	4.90	6.00	10.30	5.50	5.50
Trip Speeds (mph)	35.00	40.00	40.00	40.00	40.00	40.00
% of Trips – Residential	20.00	37.00	43.00			
% of Trips – Commercial	Library			5.00	2.50	92.50

Appendix B: Soils Report

THE J. BYER GROUP, INC.

A GEOTECHNICAL CONSULTING FIRM

1461 E. CHEVY CHASE DR. #200, GLENDALE, CA 91206

818•549•9959 TEL 818•543•3747 FAX

"Trust the Name You Know"

GEOTECHNICAL ENGINEERING EXPLORATION
PROPOSED COUNTY OF LOS ANGELES TOPANGA CANYON LIBRARY
122 NORTH TOPANGA CANYON BOULEVARD
TOPANGA, CALIFORNIA
FOR LEIDENFROST/HOROWITZ & ASSOCIATES
THE J. BYER GROUP, INC. PROJECT NUMBER JB 19482-B
JUNE 11, 2003

GEOTECHNICAL ENGINEERING EXPLORATION
PROPOSED COUNTY OF LOS ANGELES TOPANGA CANYON LIBRARY
122 NORTH TOPANGA CANYON BOULEVARD
TOPANGA, CALIFORNIA
FOR LEIDENFROST/HOROWITZ & ASSOCIATES
THE J. BYER GROUP, INC. PROJECT NUMBER JB 19482-B
JUNE 11, 2003

INTRODUCTION

This report has been prepared per our agreement dated March 17, 2003 and summarizes findings of The J. Byer Group, Inc. geotechnical engineering exploration performed on the site. The purpose of this study is to evaluate the nature, distribution, and engineering properties of the earth materials underlying the site with respect to constructing a library building.

INTENT

It is the intent of this report to assist in the design and completion of the proposed project. The recommendations are intended to reduce geotechnical risks affecting the project. The professional opinions and advice presented in this report are based upon commonly accepted standards and are subject to the general conditions described in the NOTICE section of this report.

EXPLORATION

The scope of the field exploration was determined from our initial site visit and consultation with Gordon A. Forrest, AIA of Leidenfrost/Horowitz & Associates (L.H.A.). The preliminary site plan prepared by L.H.A. was considered prior to beginning work on this project. Exploration was conducted using techniques normally applied to this type of project in this setting. This report is limited to the area of the exploration and the proposed project as shown on the enclosed Site Plan.

Conditions affecting portions of the property outside the area explored, are beyond the scope of this report.

Exploration was conducted on May 5 and June 3, 2003 with the aid of a hollow-stem auger drill rig and a backhoe. It included drilling five borings to depths 5 to 16 feet. The backhoe was utilized to determine the depth of fill on the southwest corner of the site. Samples of the earth materials were obtained and delivered to the soils engineering laboratory for testing and analysis.

Office tasks included laboratory testing of selected soil samples, preparing the Site Plan, and performing engineering analysis. Earth materials exposed in the borings are described on the enclosed Log of Borings and Log of Test Pit. Appendix I contains a discussion of the laboratory testing procedures and results. The proposed project and the locations of the borings and Test Pit are shown on the Site Plan.

PROPOSED DEVELOPMENT

Information concerning the proposed project was provided by Gordon Forrest, AIA of L.H.A. The preliminary site plan prepared by L.H.A. was a guide for the field exploration and the preparation of this report. It is proposed to construct a library building, a parking lot and a possible retaining wall. Formal plans have not been prepared and await the conclusions and recommendations of this report.

SITE DESCRIPTION

The subject property is located just east of the intersection of Old Topanga Canyon Road and Topanga Canyon Road, approximately 3.5 miles north of Pacific Coast Highway (1), in the Topanga area of, Los Angeles County, California. The subject property is bounded by Topanga Canyon Road on the north, a retail building to the west, a commercial building to the east and

vacant land to the south. The site is mostly vacant and slopes gently toward the west and north. There is a filled cesspool located near the southwest corner of the site. In addition, there are two existing mobile storage units on the southwest corner and a mobile trailer near the western property line. Surface drainage is by sheet flow runoff down the contours of the land toward the west and north.

GROUNDWATER

Groundwater was not encountered during exploration. Seasonal fluctuations in groundwater levels may occur due to variations in climate, irrigation, and other factors not evident at the time of the exploration. Fluctuations in groundwater levels may also occur across the site. Rising groundwater can saturate earth materials, causing subsidence of the site.

EARTH MATERIALS

Fill

Fill and/or disturbed alluvium, associated with previous site use, blankets portions of the site. In the southwest corner, fill ranges from six to eight feet. On the north portion of the site, the fill is approximately three feet in depth. The fill consists of sandy clay that is gray-brown, moist to very moist, and firm. Fill is slightly porous with roots and rock chips. On the north southwest corner of the site, the fill contains old decomposed metal pipes, bricks, and trash debris.

Alluvium

Natural alluvium underlies the entire site. The alluvium consists of mixtures of sandy gravel and gravel that are reddish-brown, moist to very moist, and medium dense to very dense.

Bedrock

Bedrock mapped as part of the Topanga Formation by T.W. Dibblee Geologic Map of the Topanga & Canoga Park (South ½) Quadrangles, 1992 underlies the entire site. The bedrock consist of siltstone that is light gray-brown, moist, and moderately hard. The bedrock contains fractures and is massive and weathered.

GENERAL SEISMIC CONSIDERATIONS

Southern California is located in an active seismic region. Moderate to strong earthquakes can occur on numerous local faults. The United States Geological Survey, California Division of Mines and Geology, private consultants, and universities have been studying earthquakes in southern California for several decades. Early studies were directed toward earthquake prediction and estimation of the effects of strong ground shaking. Studies indicate that earthquake prediction is not practical and not sufficiently accurate to benefit the general public. Governmental agencies are shifting their focus to earthquake resistant structures as opposed to prediction. The purpose of the code seismic design parameters is to prevent collapse during strong ground shaking. Cosmetic damage should be expected.

Within the past 32 years, southern California and vicinity have experienced an increase in seismic activity beginning with the San Fernando earthquake in 1971. In 1987, a moderate earthquake struck the Whittier area and was located on a previously unknown fault. Ground shaking from this event caused substantial damage to the City of Whittier, and surrounding cities.

The January 17, 1994, Northridge earthquake was initiated along a shallowly dipping, previously unrecognized fault below the San Fernando Valley. The energy released by the earthquake propagated to the southeast, northwest, and northeast in the form of shear and compression waves,

which caused the strong ground shaking in portions of the San Fernando Valley, Simi Valley, City of Santa Clarita, and City of Santa Monica.

Southern California faults are classified as: active, potentially active, or inactive. Faults from past geologic periods of mountain building, but do not display any evidence of recent offset, are considered "inactive" or "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as "active faults."

Based upon the "Maps of Known Active Fault, Near Source Zones in California and Adjacent Portions of Nevada," dated February 1988, the site is located within two kilometers from a known active seismic source (Malibu Coast fault). From the Uniform Building code (Chapter 16) standpoint, the Malibu Coast fault is classified as a Type "B" fault. The following table lists the applicable UBC seismic coefficients for the project:

1997 UNIFORM BUILDING CODE SEISMIC COEFFICIENTS	
Earth Materials	Bedrock
Soil Profile Type	S_c
Seismic Coefficient (C_a)	$0.40N_a$
Seismic Coefficient (C_v)	$0.56N_v$
Near-Source Factor (N_a)	1.3
Near-Source Factor (N_v)	1.6

The principal seismic hazard to the subject property and proposed project is strong ground shaking from earthquakes produced by local faults. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and reinforcement. Additional precautions may be taken to protect personal property and reduce the chance of injury, including strapping water heaters and securing furniture. It is likely that the subject property will be shaken by future

earthquakes produced in southern California. However, secondary effects such as surface rupture and consolidation should not occur at the subject property. The depth to bedrock beneath the proposed building is 10 feet. The alluvium is not subject to liquefaction.

CONCLUSIONS AND RECOMMENDATIONS

General Findings

The conclusions and recommendations of this exploration are based upon five borings, one test pit, research of available records, consultation, years of experience observing similar properties in similar settings and review of the proposed site plan. It is the finding of The J. Byer Group, Inc. that construction of the proposed project is feasible from a geotechnical engineering standpoint provided the advice and recommendations contained in this report are included in the plans and are implemented during construction.

SITE PREPARATION

The recommended bearing material is future compacted fill. Conventional foundations may be used. Remedial grading is recommended to improve site conditions. In the area of the proposed building, it is recommended that the existing fill and upper three feet of alluvium be removed and recompacted to 90 percent of the maximum dry density. In addition, the existing cesspool located near the southwest corner of the site must be properly abandoned. The pit should be pumped out, the lining removed and the void filled with compacted backfill material or a lean mix concrete slurry. If soil is used, the material must be observed by the soils engineer prior to use as fill then recompacted to a minimum of 90 percent of the maximum dry density. In the area of the proposed parking lot, it is recommended that the existing fill (three feet) be removed and recompacted to a minimum of 90 percent of the maximum dry density.

General Grading Specifications

The following guidelines may be used in preparation of the grading plan and job specifications. The J. Byer Group would appreciate the opportunity of reviewing the plans to insure that these recommendations are included. The grading contractor should be provided with a copy of this report.

- A. The site to receive compacted fill should be prepared by removing all asphalt debris, existing fill, and upper three feet of alluvium. The exposed excavated area should be observed by the soils engineer prior to placing compacted fill. The exposed grade should be scarified to a depth of six inches, moistened to optimum moisture content, and recompact to 90 percent of the maximum density.
- B. The proposed building site shall be excavated to a minimum depth of three feet below the bottom of all footings. The excavation shall extend a minimum of five feet beyond the building footprint to the limits shown on the Site Plan. The excavated areas shall be observed by the soils engineer prior to placing compacted fill.
- C. Fill, consisting of soil approved by the soils engineer, shall be placed in horizontal lifts and compacted in six inch layers with suitable compaction equipment. The excavated onsite materials are considered satisfactory for reuse in the controlled fills. Any imported fill shall be observed by the soils engineer prior to use in fill areas. Rocks larger than six inches in diameter shall not be used in the fill.
- D. The fill shall be compacted to at least 90 percent of the maximum laboratory density for the material used. The maximum density shall be determined by ASTM D 1557-00 or equivalent.
- E. Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained. One compaction test is required for each 500 cubic yards or two vertical feet of fill placed.

Excavation Characteristics

The borings did encounter loose rocks but no cemented earth materials. Due to the depth of the removal and re-compaction, excavation difficulty is not anticipated for this project.

FOUNDATION DESIGN

General Conditions

The following foundation recommendations are minimum requirements. The structural engineer may require footings that are deeper, wider, or larger in diameter, depending on the final loads.

Spread Footings

Continuous and/or pad footings may be used to support the proposed structure provided they are founded in future compacted fill. Continuous footings should be a minimum of 12 inches in width. Pad footings should be a minimum of 24 inches square. The following chart contains the recommended design parameters.

Bearing Material	Minimum Embedment Depth of Footing (Inches)	Vertical Bearing (psf)	Coefficient of Friction	Passive Earth Pressure (pcf)	Maximum Earth Pressure (psf)
Future Compacted Fill	12	1,500	0.4	300	3,000

Increases in the bearing values are allowable at a rate of 20 percent for each additional foot of footing width or depth to a maximum of 3,000 pounds per square foot. For bearing calculations, the weight of the concrete in the footing may be neglected.

The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces. When combining passive and friction for lateral resistance, the passive component should be reduced by one third.

All continuous footings should be reinforced with a minimum of four #4 steel bars; two placed near the top and two near the bottom of the footings. Footings should be cleaned of all loose soil, moistened, free of shrinkage cracks and approved by the geotechnical engineer prior to placing forms, steel or concrete.

Foundation Settlement

Settlement of the foundation system is expected to occur on initial application of loading. A settlement of $\frac{1}{4}$ to $\frac{1}{2}$ inch may be anticipated. Differential settlement should not exceed $\frac{1}{4}$ inch.

Temporary Excavations

The fill and alluvium is capable of maintaining vertical excavations up to five feet per the enclosed calculations. Where vertical excavations in the fill and alluvium exceed five feet in height, the upper portion should be trimmed to 1:1 (45 degrees). Where excavations exceed five feet adjacent the property lines, slot cutting (ABC method) should be used.

The slot cutting method uses the earth as a buttress and allows the excavation to proceed in phases. The initial excavation is made at a slope of 1:1. The remaining earth buttresses should be 8 feet in

width. Grading should be completed in the slots before the "B" earth buttresses are excavated. The "C" earth buttresses may be excavated upon completion of the "B" areas.

The soils engineer should be present during grading to see temporary slopes. All excavations should be stabilized within 30 days of initial excavation. Water should not be allowed to pond on top of the excavations nor to flow toward them. No vehicular surcharge should be allowed within three feet of the top of the cut.

RETAINING WALLS

General Design

Retaining walls up to eight feet high, and with backslopes between level and 2:1, may be designed for an equivalent fluid pressure of 43 pounds per cubic foot. Retaining walls should be provided with a subdrain or weepholes covered with a minimum of 12 inches of 3/4 inch crushed gravel.

Backfill

Retaining wall backfill should be compacted to a minimum of 90 percent of the maximum density as determined by ASTM D 1557-00 or equivalent. Where access between the retaining wall and the temporary excavation prevents the use of compaction equipment, retaining walls should be backfilled with 3/4 inch crushed gravel to within two feet of the ground surface. Where the area between the wall and the excavation exceeds 18 inches, the gravel must be vibrated or wheel-rolled, and tested for compaction. The upper two feet of backfill above the gravel should consist of a compacted fill blanket to the surface. Retaining wall backfill should be capped with a paved surface drain.

Foundation Design

Retaining wall footings may be sized per the "Spread Footings" section of this report.

FLOOR SLABS, DECKING AND PAVING

Floor Slabs and Concrete Decking

Floor slabs and concrete decking should be cast over approved compacted fill or firm alluvium and reinforced with a minimum of #4 bars, 16 inch centers, each way. Slabs which will be provided with a floor covering should be protected by a polyethylene plastic vapor barrier. The barrier should be covered with a thin layer of sand, about one inch, to prevent punctures and aid in the concrete cure.

Paving

Flexible A/C paving should be placed over at least 24 inches of approved compacted fill. Trench backfill below paving, should be compacted to 90 percent of the maximum dry density. Irrigation water should be prevented from migrating under paving. The following table shows the recommended pavement sections:

Service	Pavement Thickness (Inches)	Base Course (Inches)
Light Passenger Cars	3	3
Moderate Trucks (Storage, etc.)	4	4

Base course should consist of Caltrans Class II miscellaneous base or equivalent. Base should be compacted to at least 95% of the maximum density.

DRAINAGE

Control of site drainage is important for the performance of the proposed project. Pad and roof drainage should be collected and transferred to the street in non-erosive drainage devices. Drainage should not be allowed to pond on the pad or against any foundation. Planters located next to raised floor type construction also should be sealed to the depth of the footings. Drainage control devices require periodic cleaning, testing and maintenance to remain effective.

PLAN REVIEW

Formal plans ready for submittal to the Building Department should be reviewed by The J. Byer Group. Any change in scope of the project may require additional work.

SITE OBSERVATIONS DURING CONSTRUCTION

The Building Department requires that the geotechnical company provide site observations during construction. The observations include foundation excavations, keyways for fill, and temporary slopes. All fill that is placed should be tested for compaction and approved by the soils engineer prior to use for support of engineered structures. Retaining wall subdrains should be observed by a representative of the geotechnical company and the City Inspector.

Please advise The J. Byer Group, Inc. at least 24 hours prior to any required site visit. The agency approved plans and permits should be at the jobsite and available to our representative. The project consultant will perform the observation and post a notice at the jobsite of his visit and findings. This notice should be given to the agency inspector.

FINAL INSPECTION

Many projects are required by the agency to have final geologic and soils engineering reports upon completion of the grading.

CONSTRUCTION SITE MAINTENANCE

It is the responsibility of the contractor to maintain a safe construction site. When excavations exist on a site, the area should be fenced and warning signs posted. Soil generated by foundation and subgrade excavations should be either removed from the site or properly placed as a certified compacted fill. Workers should not be allowed to enter any unshored trench excavations over five feet deep.

GENERAL CONDITIONS

This report and the exploration are subject to the following NOTICE. Please read the NOTICE carefully, it limits our liability.

NOTICE

In the event of any changes in the design or location of any structure, as outlined in this report, the conclusions and recommendations contained herein may not be considered valid unless the changes are reviewed by us and the conclusions and recommendations are modified or reaffirmed after such review.

The subsurface conditions and excavation characteristics described herein have been projected from excavations on the site as indicated and should in no way be construed to reflect any variations that may occur between these excavations or that may result from changes in subsurface conditions.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, irrigation, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can be extremely hazardous. Saturation of earth materials can cause subsidence or slippage of the site.

If conditions encountered during construction appear to differ from those disclosed herein, notify us immediately so we may consider the need for modifications. Compliance with the design concepts, specifications or recommendations during construction requires the review of the geotechnical engineer during the course of construction.

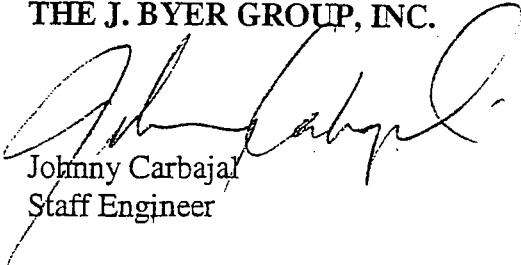
THE EXPLORATION WAS PERFORMED ONLY ON A PORTION OF THE SITE, AND CANNOT BE CONSIDERED AS INDICATIVE OF THE PORTIONS OF THE SITE NOT EXPLORED.

This report is issued and made for the sole use and benefit of the client, is not transferable and is as of the exploration date. Any liability in connection herewith shall not exceed the fee for the exploration. No warranty, expressed or implied, is made or intended in connection with the above exploration or by the furnishing of this report or by any other oral or written statement.

THIS REPORT WAS PREPARED ON THE BASIS OF THE PRELIMINARY DEVELOPMENT PLAN FURNISHED. FINAL PLANS SHOULD BE REVIEWED BY THIS OFFICE AS ADDITIONAL GEOTECHNICAL WORK MAY BE REQUIRED.

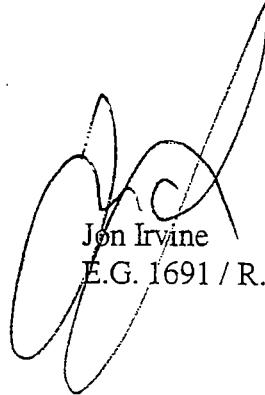
The J. Byer Group appreciates the opportunity to provide our service on this project. Any questions concerning the data or interpretation of this report should be directed to the undersigned.

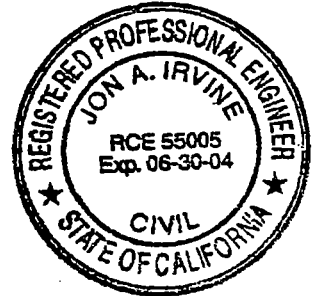
Respectfully submitted,
THE J. BYER GROUP, INC.


Johnny Carbajal
Staff Engineer

JC:RIZ:flh

S:\FINAL\REPORTS\19482_LHA_GEE_Report.wpd


Jon Irvine
E.G. 1691 / R.C.E. 55005



Enc: Appendix I - Laboratory Testing
Shear Test Diagrams (2 Pages)
Consolidation Curves (2 Pages)
Summary of Corrosion Test Results
Vicinity Map
Regional Geologic Map
Log of Borings (5 Pages)
Log of Test Pit (1 Page)
Site Plan

xc: (7) Leidenfrost / Horowitz & Associates, Attention: Gordon A. Forrest, AIA

APPENDIX I

LABORATORY TESTING

Undisturbed and bulk samples of the fill and alluvium were obtained from the borings and transported to the laboratory for testing and analysis. The samples were obtained by driving a ring lined barrel sampler conforming to ASTM D-3550 with successive drops of the auto-hammer weight. Experience has shown that sampling causes some disturbance of the sample, however the test results remain within a reasonable range. The samples were retained in brass rings of 2.50 inches outside diameter and 1.00 inches in height. The central portions of the samples were stored in close fitting, waterproof containers for transportation to the laboratory.

Moisture-Density

The dry density of the samples was determined using the procedures outlined in ASTM D-2937. The moisture content of the samples was determined using the procedures outlined in ASTM D-2216. The results are shown on the Log of Borings.

Maximum Density

The maximum dry density and optimum moisture content of the future compacted fill was determined by remolding bulk samples using the procedures outlined in ASTM D 1557, a five-layer standard. Remolded samples were prepared at 90 percent of the maximum density. The remolded samples were tested for shear strength.

Boring	Depth (Feet)	Soil Type	Maximum Density (pcf)	Optimum Moisture %	Expansion Potential
1	1-2.5	Clayey Sand	118.0	15.0	100 High

Shear-Tests

Shear tests were performed on samples of future compacted fill using the procedures outlined in ASTM D-3080 and a strain controlled, direct shear machine manufactured by Soil Test, Inc. The rate of deformation was 0.025 inches per minute. The samples were tested in an artificially saturated condition. Following the shear test, the moisture content of the samples was determined to verify saturation. The results are plotted on the "Shear Test Diagrams."

Consolidation

Consolidation tests were performed on insitu samples of the alluvial terrace deposits. Results are graphed on the "Consolidation Curves."

Corrosion Tests

A sample of fill from Boring 1 was sent to Environmental Geotechnology Laboratory for testing. The results are attached. The pH, chloride content, and sulfate content are low to neutral and not a factor in corrosion and/or cement type. The resistivity of the soil indicates that it is severely corrosive to ferrous metals.

THE J. BYER GROUP, INC.

A GEOTECHNICAL CONSULTING FIRM

SHEAR DIAGRAM #1

JB: 19482-B
CLIENT: L.H.A.

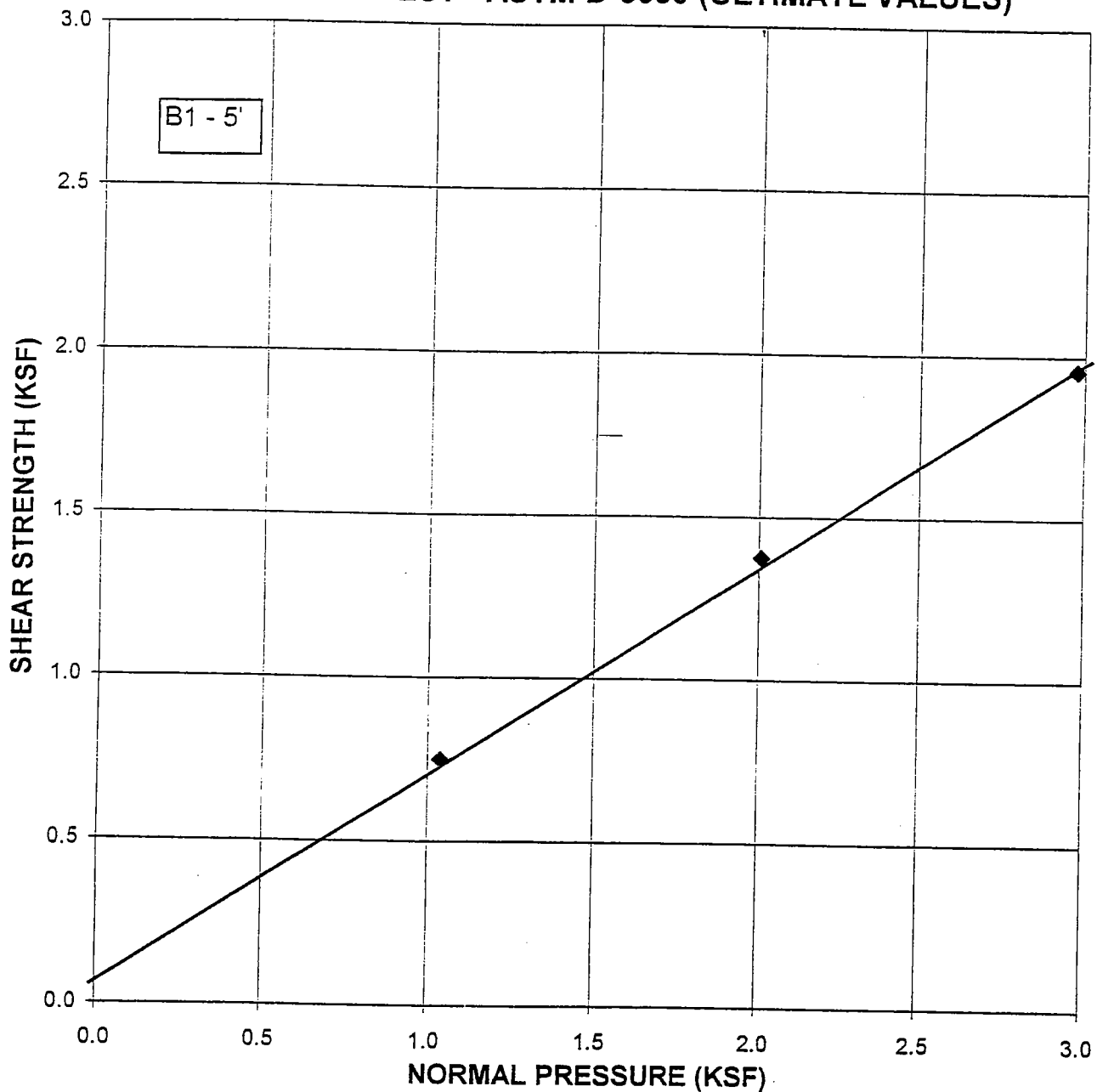
CONSULTANT JWB

EARTH MATERIAL: ALLUVIUM

Phi Angle = 33 degrees
Cohesion = 100 psf

Average Moisture Content 25.3%
Average Dry Density (pcf) 98.0
Percent Saturation 97.5%

DIRECT SHEAR TEST - ASTM D-3080 (ULTIMATE VALUES)



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SHEAR DIAGRAM #2

JB: 19482-B
CLIENT: L.H.A.

CONSULTANT JWB

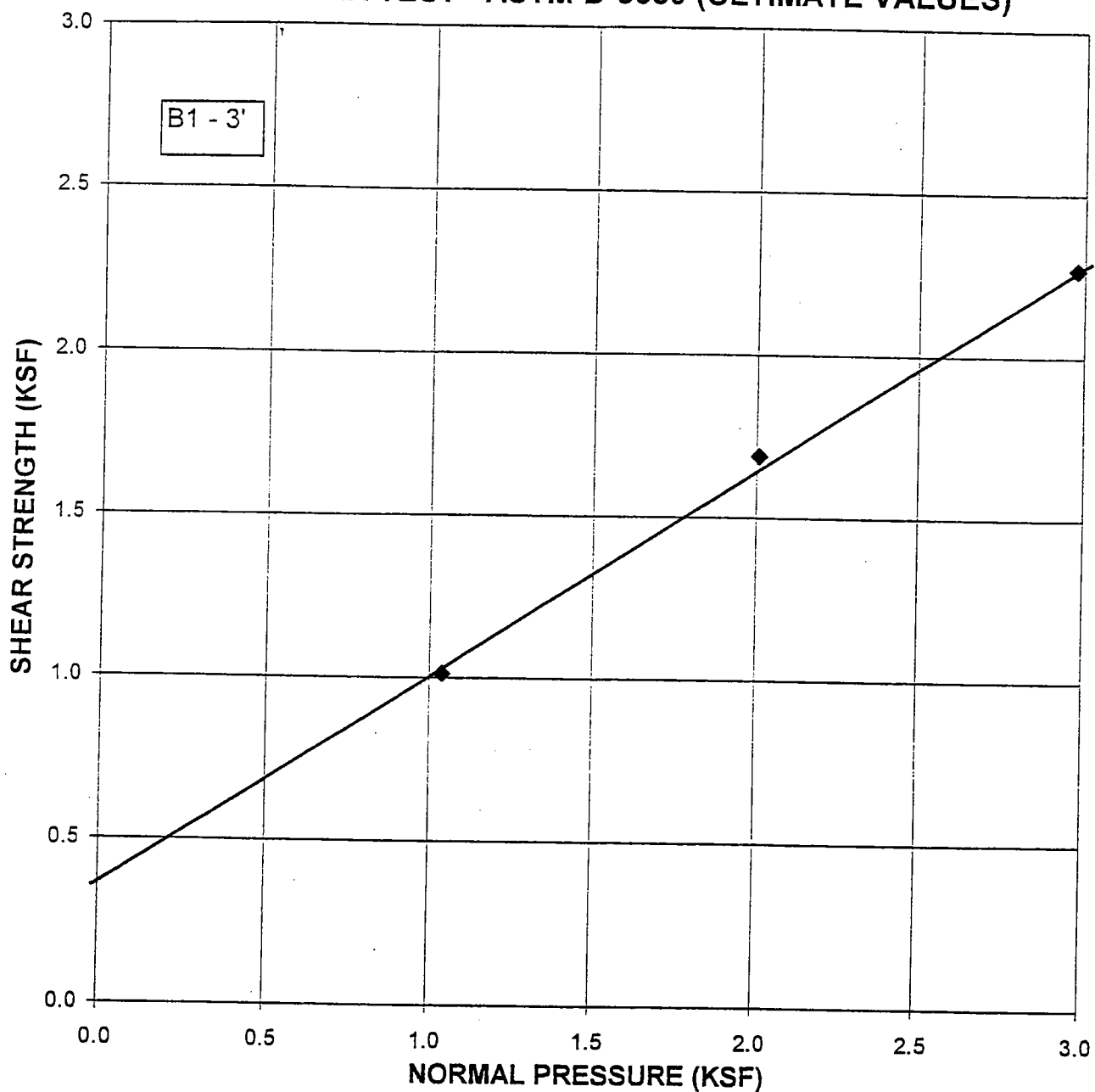
EARTH MATERIAL: Future Compacted Fill

SAMPLE REMOLDED TO 90% MAXIMUM DENSITY

Phi Angle = 33 degrees
Cohesion = 400 psf

Average Moisture Content 26.3%
Average Dry Density (pcf) 97.0
Percent Saturation 98.9%

DIRECT SHEAR TEST - ASTM D-3080 (ULTIMATE VALUES)



THE J. BYER GROUP, INC.

A GEOTECHNICAL CONSULTING FIRM

1461 E. CHEVY CHASE DRIVE, GLENDALE, CA 91206

(818) 549-9959

FAX: (818) 543-3747

CONSOLIDATION DIAGRAM #1

JB: 19482-B CONSULTANT: JWB

CLIENT: L.H.A.

Earth Material: Fill

Sample Location: B1-2

Dry Weight (pcf): 106.6

Initial Moisture: 19.0%

Initial Saturation: 91.4%

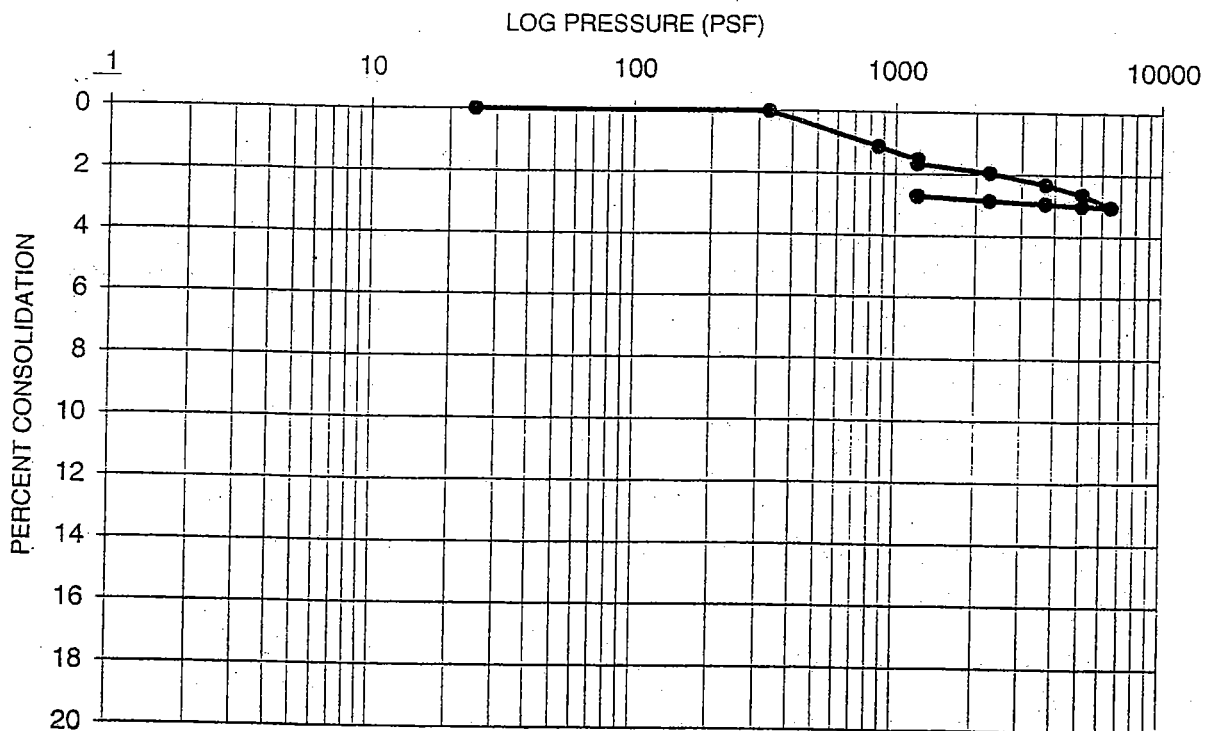
Specific Gravity: 2.65

Initial Void Ratio: 0.55

Water Added At (psf): 1206.0

Consolidation Coef. (Cc): 0.0397

CONSOLIDATION DIAGRAM PERCENT CONSOLIDATION



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FAX: (818) 543-3747

CONSOLIDATION DIAGRAM #2

JB: 19482-B CONSULTANT JWB

CLIENT: L.H.A.

Earth Material: Alluvium

Sample Location: B3-3

Dry Weight (pcf): 110.8

Initial Moisture: 15.6%

Initial Saturation: 84.0%

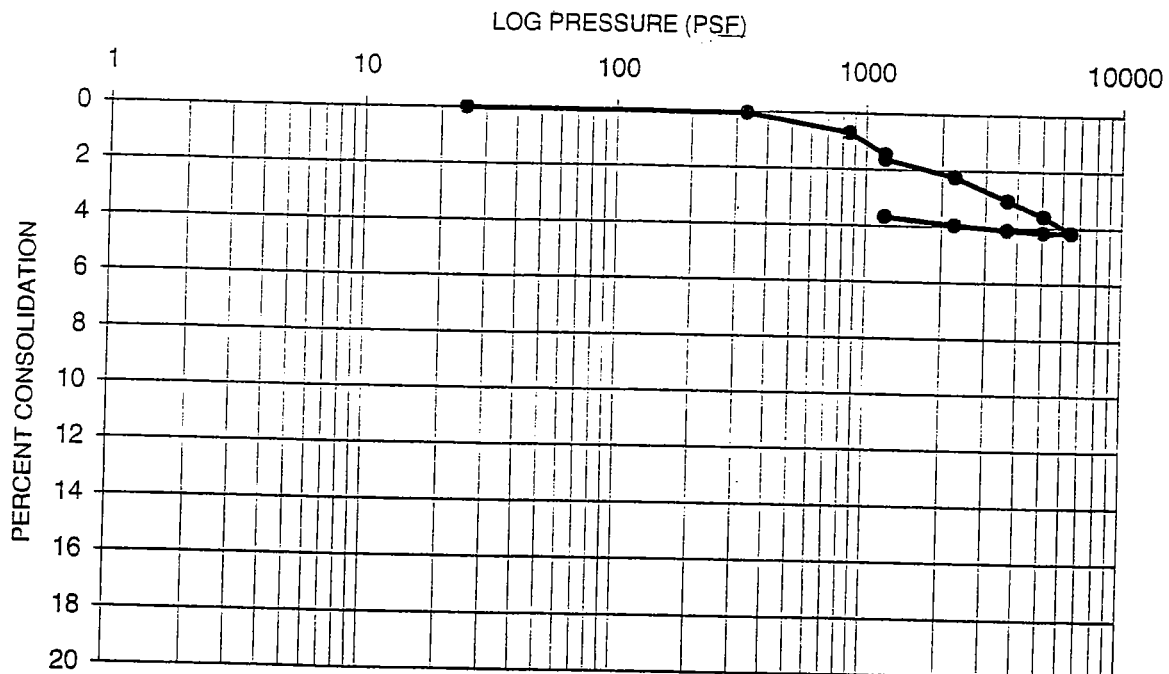
Specific Gravity: 2.65

Initial Void Ratio: 0.49

Water Added At (psf): 1203.0

Consolidation Coef. (Cc): 0.0655

CONSOLIDATION DIAGRAM PERCENT CONSOLIDATION



SUMMARY OF CORROSION TEST RESULTS

PROJECT NAME: L.H.A.

EGL JOB NO.: 03-249-006

PROJECT NO.: # 19482

CLIENT: J. Byer Group

DATE: 05-19-03

SUMMARIZED BY: VW

SAMPLE ID	SAMPLE NO	DEPTH (ft)	pH CALTRANS 643	CHLORIDE CONTENT CALTRANS 422 (ppm)	SULFATE CONTENT CALTRANS 417 (% by weight)	MINIMUM RESISTIVITY CALTRANS 532 (ohm-cm)
B-1	N/AHA1	2-5	7.80	265	0.047	415

THE J. BYER GROUP, INC.

A GEOTECHNICAL CONSULTING FIRM

1461 E. CHEVY CHASE DRIVE, SUITE 200, GLENDALE, CA 91206
818•549•9959 Tel 818•543•3747 Fax

VICINITY MAP

JB 19482-B

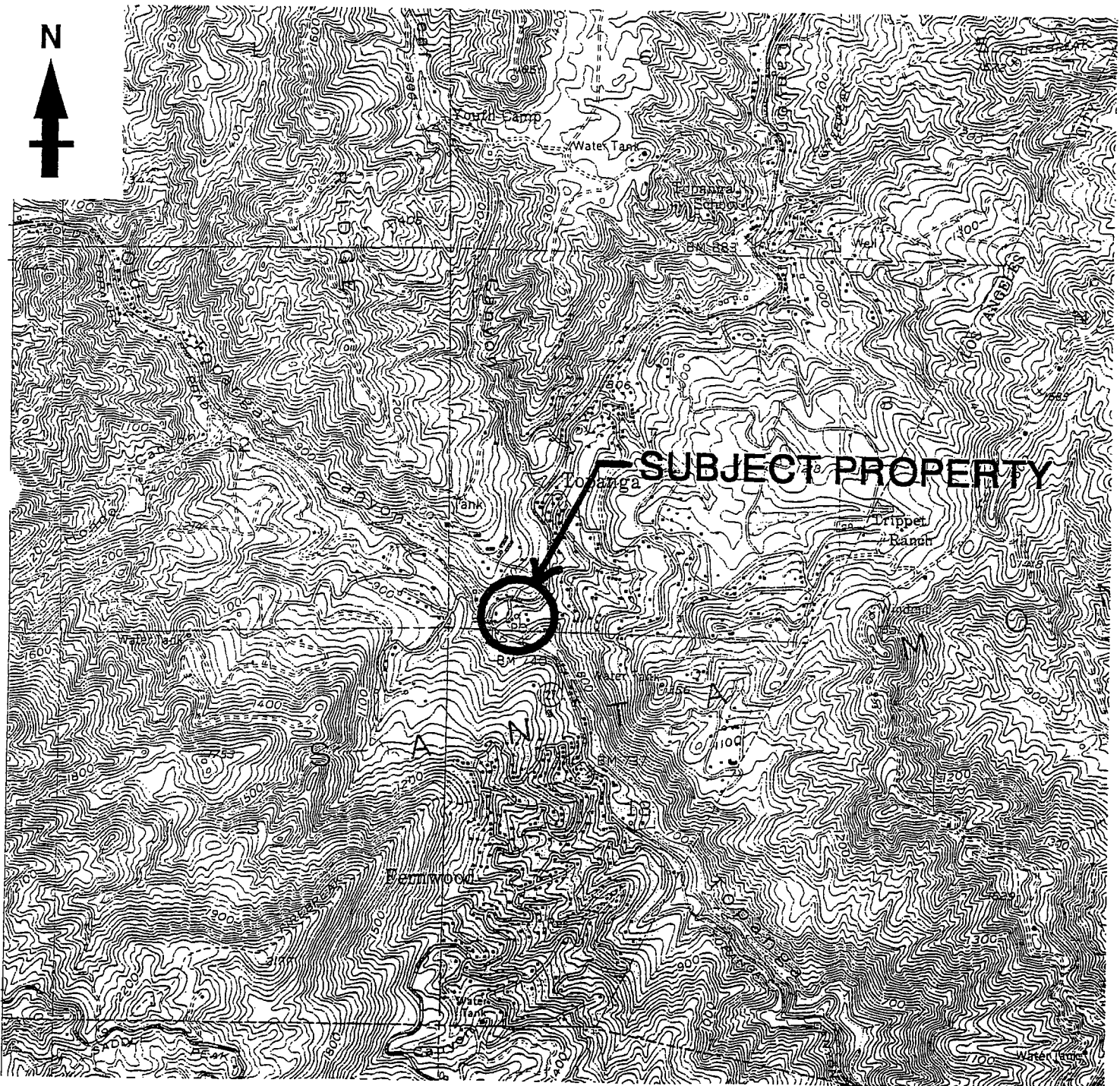
L.H.A.

CONSULTANT: JWB

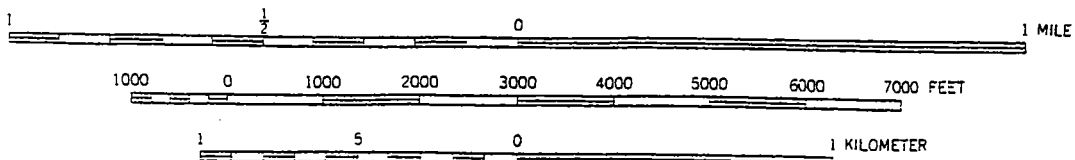
SCALE: 1: 24,000

REFERENCE: U.S. Geological Survey (USGS)

(Topanga- 7.5 minute Quadrangle)



SCALE 1:24,000



THE J. BYER GROUP, INC.

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REGIONAL GEOLOGIC MAP

JB 19482-B

L.H.A.

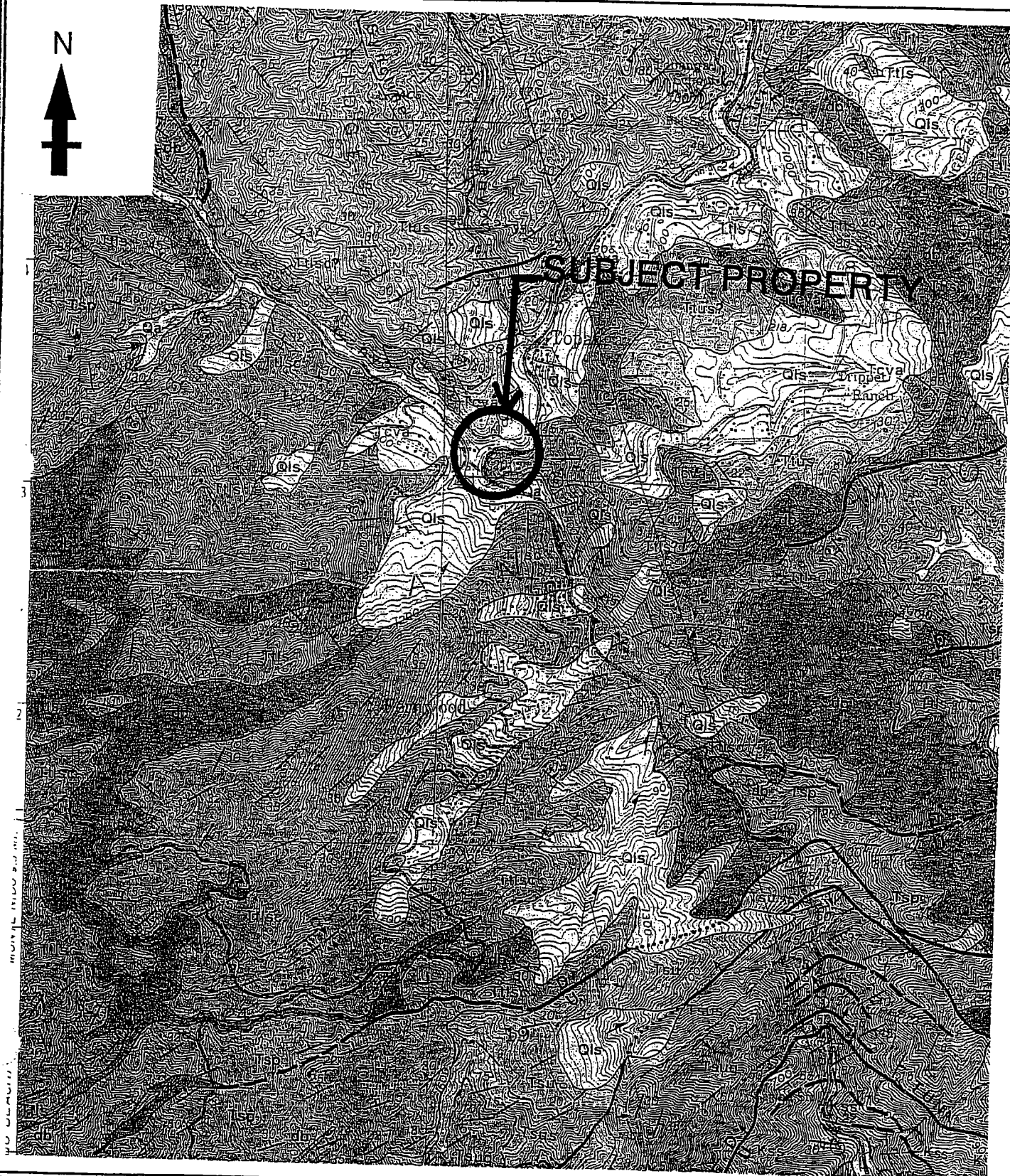
CONSULTANT: JWB

SCALE: 1" = 2000'

REFERENCE: T.W. Dibblee, 1992 Geologic Map of the Topanga and Canoga Park (S ½) Quads



SUBJECT PROPERTY



JB No: 19482-B









Log of Boring: 1

Client: Leidenfrost/Horowitz & Associates

Logged By: JWB

The J. Byer Group, Inc.
1461 E. Chevy Chase Dr., Ste 200
Glendale, CA. 91206
(818) 549-9959

Site Location: 122 North Topanga Canyon Boulevard, Topanga

SUBSURFACE PROFILE				SAMPLE						Remarks
Elevation	Depth	Description	Symbol	USCS	Type	Blow Count	Moisture Content (%)	Dry Density	% Saturation	
0	0	Ground Surface								
		<i>FILL:</i> Sandy Clay, gray-brown, very moist, firm, some small roots, slightly porous.		SC						
-1	1									
-2	2	Brown, moist, stiff.		—	R	18	19.0	106.8	91.5	
-3	3	Clayey Sand, brown, moist, dense, some pores, small rock chips.		—	B					
-4	4									
-5	5	<i>ALLUVIUM:</i> Some Gravel, light brown.		GW	R	22	19.5	101.3	81.81	
-6	6									
-7	7									
-8	8									
-9	9	Sandy Gravel, red brown, very moist, dense, rounded gravel to 2 inches layer of red sand.								
-10	10	<i>Bedrock</i> Siltstone, light gray-brown, moist, fractures, massive, moderately hard, weathered.		—	R	27	NR	NR	NR	
-11	11									
-12	12	Grades to Dark Gray Brown, less weathered.		—	R	50	21.8	104.0	97.86	
-13	13									
-14	14									
-15	15									
-16	16	End at 16 Feet; No Water; No Caving; No Fill		—	R	50	20.3	102.8	88.34	
		End of Borehole								
-17	17									
-18	18									
-19	19									
-20	20									

Surface: Weeds and Mulch

Size: 8 Inches

Drill Method: Hollow-Stem Auger Drill Rig

Elevation:

Drill Date: May 8, 2003

Sheet: 1 of 1

JB No: 19482-B

Log of Boring: 2

Client: Leidenfrost/Horowitz & Associates

Logged By: JWB

The J. Byer Group, Inc.

1461 E. Chevy Chase Dr., Ste 200

Glendale, CA. 91206

(818) 549-9959

Site Location: 122 North Topanga Canyon Boulevard, Topanga

SUBSURFACE PROFILE				SAMPLE						Remarks
Elevation	Depth	Description	Symbol	USCS	Type	Blow Count	Moisture Content (%)	Dry Density	% Saturation	
0	0	Ground Surface								
-1	1	FILL Sandy Clay, gray brown, moist, firm, some small rock chips, slightly porous.		SC						
-2	2									
-3	3	Clayey Sand, brown, moist, dense.		—	R	17	18.8	106.8	90.78	
-4	4									
-5	5	ALLUVIUM: Rocky Layer.		GW	R	16	19.3	105.0	84.02	
-6	6			—	R	42	NR	NR	NR	
-7	7									
-8	8									
-9	9	(End at 8 Feet Refusal Moved Hole 5 Feet North)								
-10	10	Refusal at 9 Feet - Moved 5 Feet East Hit Pipe - Abandoned Hole Fill Total Depth.								
-11	11	End of Borehole								
-12	12									
-13	13									
-14	14									
-15	15									
-16	16									
-17	17									
-18	18									
-19	19									
-20	20									

Surface: Weed and Field

Size: 8 Inches

Drill Method: Hollow-Stem Auger Drill Rig

Elevation:

Drill Date: May 8, 2003

Sheet: 1 of 1

JB No: 19482-B

Log of Boring: 3

Client: Leidenfrost/Horowitz & Associates

Logged By: JWB

The J. Byer Group, Inc.
 1461 E. Chevy Chase Dr., Ste 200
 Glendale, CA. 91206
 (818) 549-9959

Site Location: 122 North Topanga Canyon Boulevard, Topanga

SUBSURFACE PROFILE				SAMPLE						Remarks
Elevation	Depth	Description	Symbol	USCS	Type	Blow Count	Moisture Content (%)	Dry Density	% Saturation	
0	0	Ground Surface								
-1	1	ALLUVIUM: Sandy Clay, gray-brown, moist, firm, with small roots.		CL						
-2	2									
-3	3									
-4	4	Clayey Sand, orange-brown, very moist, dense.		SC	R	17	15.6	110.9	84.02	
-5	5									
-6	6									
-7	7	BEDROCK Siltstone, brown, moist, fractured, massive, moderately hard.		—	R	30	20.0	105.3	92.62	
-8	8									
-9	9									
-10	10			—	R	50 10"	21.9	105.4	102.06	
-11	11									
-12	12									
-13	13									
-14	14									
-15	15									
-16	16	End at 16 Feet; Refusal; No Fill; No Water.								
-17	17	End of Borehole								
-18	18									
-19	19									
-20	20									

Surface: Weed Field with Mulch

Size: 8 Inches

Drill Method: Hollow-Stem Auger Drill Rig

Elevation:

Drill Date: May 8, 2003

Sheet: 1 of 1

JB No: 19482-B

Log of Boring: 5

Client: Leidenfrost/Horowitz & Associates

Logged By: JWB

The J. Byer Group, Inc.
1461 E. Chevy Chase Dr., Ste 200
Glendale, CA. 91206
(818) 549-9959

Site Location: 122 North Topanga Canyon Boulevard, Topanga

SUBSURFACE PROFILE				SAMPLE						Remarks
Elevation	Depth	Description	Symbol	USCS	Type	Blow Count	Moisture Content (%)	Dry Density	% Saturation	
0	0	Ground Surface								
	0	FILL		SC						
-1	1	Sandy Clay, gray-brown, moist, soft mulch organics, brick fragments.								
-2	2	Clayey Sand, brown, slightly moist to moist, very dense.								
-3	3			CH	R	50 11"	12.0	117.2	77.07	
-4	4									
-5	5	End at 5 Feet; Fill to 18 Inches; No Water.								
-6	6	End of Borehole								
-7	7									
-8	8									
-9	9									
-10	10									
-11	11									
-12	12									
-13	13									
-14	14									
-15	15									
-16	16									
-17	17									
-18	18									
-19	19									
-20	20									

Surface: Dirt and Mulch

Size: 8 Inches

Drill Method: Hollow-Stem Auger Drill Rig

Elevation:

Drill Date: May 8, 2003

Sheet: 1 of 1



THE J. BYER GROUP, INC.

A GEOTECHNICAL CONSULTING FIRM

1461 E. CHEVY CHASE DRIVE, SUITE 200, GLENDALE, CA 91206
818-549-9959 Tel 818-543-3747 Fax

LOG OF TEST PIT

JB: 19482-B

CLIENT: L.H.A.

GEOLOGIST: JC

DATE LOGGED: 6/3/03

REPORT DATE: 6/11/03

TEST PIT #1

Surface Conditions: Grass/Dirt Lot

DEPTH
INTERVAL
(feet)

EARTH
MATERIAL

LITHOLOGIC DESCRIPTION

0 - 6

FILL:

Sandy Clay, gray-brown, very moist, firm, existing cess pool at 4½ feet, some abandoned pipes, trash, metals, etc.

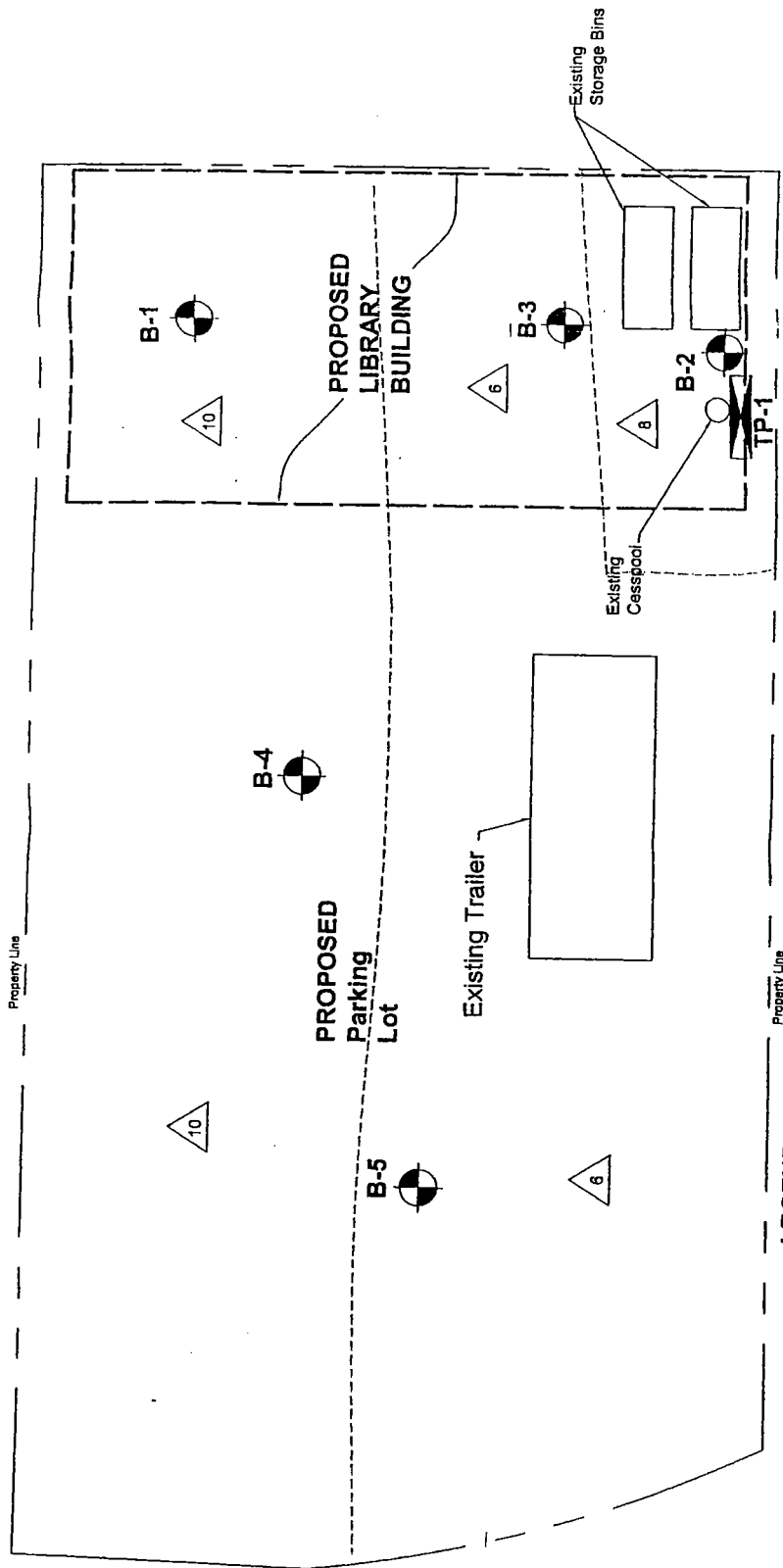
6 - 7

ALLUVIUM:

Sandy Gravel, moist, dense

End at 7 Feet: No Water: No Caving: Fill to 6 Feet

NOTE: The stratification depths shown on the Log of Test Pits are approximate and are based upon visual classification of samples and cuttings. The actual depths may vary. Variations between test pits may also occur.



LEGEND

B-5



Number and Location of Boring

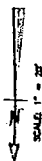
TP-1



Number and Location of Test Pit



Depth of Fill & Alluvium



SCALE: 1" = 20'

JUNE 11, 2003

SITE PLAN

JB:

19482-B LHA

SCALE 1" = 20'

CONSULTANT: JWB

THE LBYER GROUP, INC.
A GEOTECHNICAL CONSULTING FIRM
1441 E. GARY ROAD, SUITE 200, GILBERT, AZ 85134
(480) 261-7171 FAX (480) 261-7172

Appendix C: Traffic Study

***Topanga Library
Community of Topanga
Los Angeles County, California***

TRAFFIC IMPACT STUDY

8/21/2003

Prepared for:

County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803
Contact: Justine Gembala
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Prepared by:

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999 Town & Country Road, 4th
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Orange, CA 92868
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TOPANGA LIBRARY TRAFFIC IMPACT STUDY

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1.0 INTRODUCTION

This report summarizes the assumptions, methodologies, findings, and recommendations of the traffic impact study conducted for the proposed Topanga Library. The traffic study addresses existing traffic conditions and potential traffic impacts on the surrounding street system resulting from the proposed project.

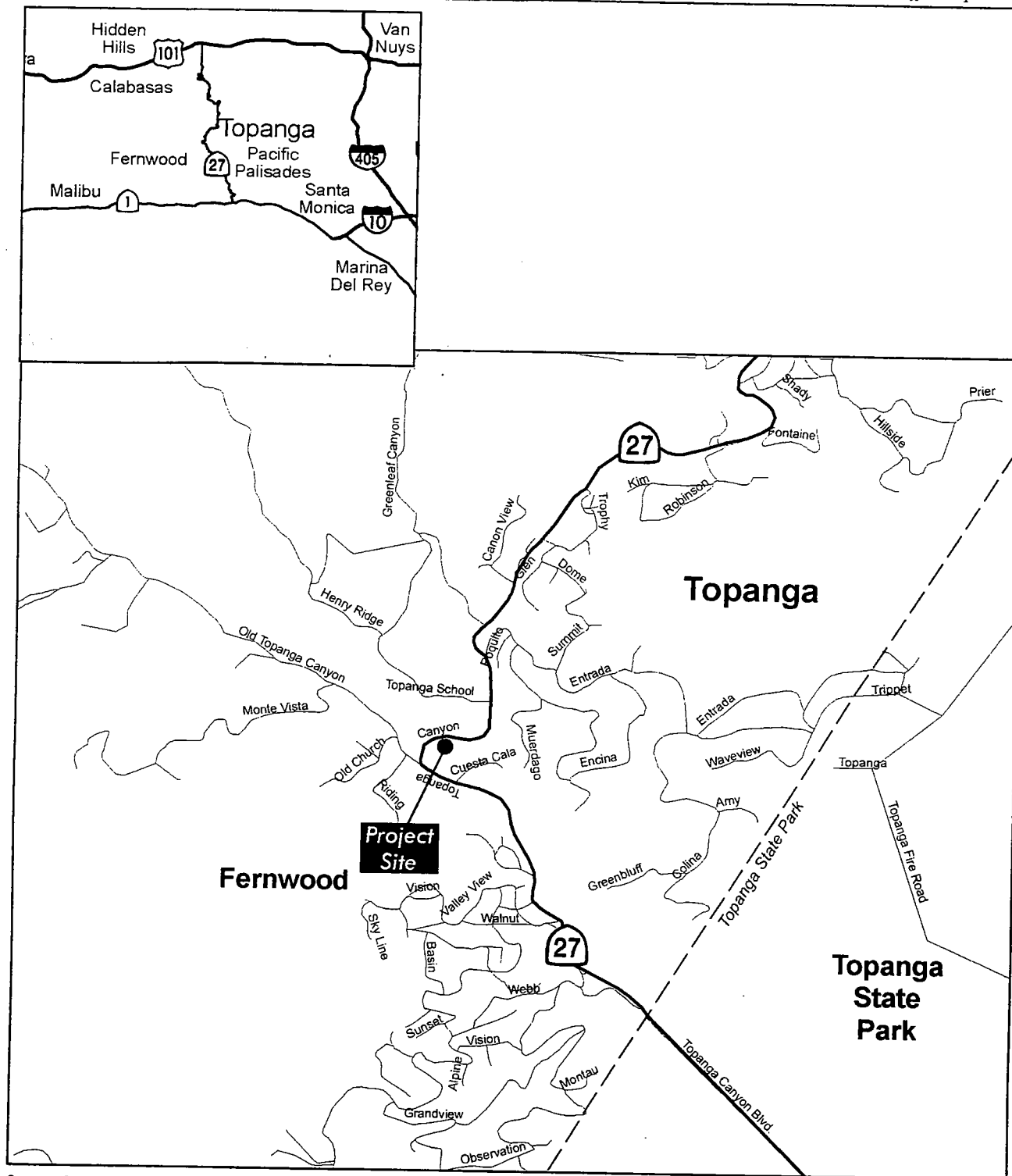
1.1 PROJECT DESCRIPTION

The proposed project involves the construction of a new, one-story library which includes approximately 12,000 square feet of gross floor area located in the community of Topanga in unincorporated Los Angeles County. The proposed project will be constructed on an existing parcel of approximately 0.62 acre which currently contains the office trailer of the Resource Conservation District of the Santa Monica Mountains which generates a small level of daily traffic of 156 vehicle trips (total of both directions).

Since this project is located in unincorporated Los Angeles County, this traffic study has been prepared in accordance with the Los Angeles County *Traffic Impact Analysis Report Guidelines* (TIARG) dated January 1, 1997.

Project Location: The proposed project is located in the Topanga community at 122 North Topanga Canyon Boulevard, in the Santa Monica Mountains National Recreational Area in unincorporated Los Angeles County, slightly south and west of the Topanga State Park. The site is also located about 4 miles north of the Pacific Coast Highway (SR 1) and about 7 miles south of the Ventura Freeway (SR 101). The proposed Topanga Library will be on the south side of Topanga Canyon Boulevard about 250 feet north of the Topanga Canyon Boulevard/Old Topanga Canyon Road intersection and south of the signalized intersection of Topanga Canyon Boulevard and Topanga School Road. Although Topanga Canyon Boulevard is a two-lane, winding, rural, mountain road, it is one of the important cross Santa Monica Mountain roads connecting the Pacific Coast Highway (Santa Monica region) with the Route 101 freeway in the Woodland Hills/Calabasas area. Refer to Figure 1.1-1 for the Project Location Map.

Existing Land Uses: The proposed library site will be slightly north of some small retail/commercial developments including a post office near Topanga Canyon Boulevard and Old Topanga Canyon Road less than a tenth-of-a-mile away. Immediately near the project is very sparsely populated, low-density residential development. An elementary school is located about ¼ mile north of the project on Topanga School Road west of Topanga Canyon Boulevard. A fire station for this region is located ½ mile south of the project at Fernwood Pacific Drive and Topanga Canyon Boulevard near the community of Fernwood.



Source: Cotton/Bridges/Associates, June 2003.

— — — Topanga State Park Boundary

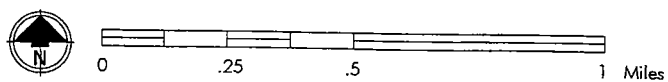


Figure 1.1-1 Project Location

2.0 METHODOLOGY

This section describes the procedures and methodologies used to forecast project traffic and to analyze project impacts on the circulation system. Topics discussed include traffic forecasting assumptions and procedures, trip generation, trip distribution, traffic assignment, and level of service (LOS) computation methodologies.

2.1 ASSUMPTIONS

Traffic Growth Rate (2003 – 2006)

An annual ambient growth rate of 1.6 percent per year for 3 years was applied to the 2003 existing traffic volumes¹. This annual growth rate was applied to both mid-block daily traffic volumes and intersection peak hour turning movements to obtain 2006 background (without project) traffic volumes.

Opening Year

The opening year for the Topanga Library for the purposes of this analysis is 2006 as directed by Los Angeles County staff familiar with the schedule for the eventual construction of the proposed library.

Operating Hours

The anticipated hours of operation for the proposed library are shown in Table 2.1-1.

**Table 2.1-1
LIBRARY HOURS OF OPERATION**

Day of Week	Operating Hours
Monday	11 A.M. to 7 P.M.
Tuesday	11 A.M. to 7 P.M.
Wednesday	11 A.M. to 6 P.M.
Thursday	11 A.M. to 6 P.M.
Friday	11 A.M. to 5 P.M.
Saturday	11 A.M. to 5 P.M.
Sunday	CLOSED

Source: County of Los Angeles Public Library.

After consultation with staff from the County of Los Angeles, the level of service analysis for this project was limited to only the P.M. peak hour since this particular facility will not be open during the morning peak hour.

¹ Per direction of Los Angeles County Department of Public Works Traffic & Lighting Division staff.

Pass-by Trips

Customarily an adjustment to project traffic can be made for pass-by trips along the adjacent major roadway. The “pass-by” trip phenomenon assumes that a certain percentage of trips to this new use will be made from existing traffic (“passing by”) on Topanga Canyon Boulevard and will not be “new” trips generated by the library. However, in this case the typical 10% adjustment (of the 85 peak hour trips generated by the library) represents very minor (0.5%-0.7%) percentage of the current traffic on Topanga Canyon Boulevard. For that reason, no pass-by adjustment has been made.

Internal Capture

In the same regard, a 10% adjustment for “internal capture” between the project and some adjacent commercial was not taken because of the extremely minor percentage of the adjacent traffic stream the adjustment would represent.

2.2 TRAFFIC COUNTS

P&D Consultants conducted the following traffic counts as part of this study through a subcontract with Southland Car Counters. Detailed traffic count sheets are provided in Appendix A. The results of the traffic counts are presented in Section 3.0, Existing Conditions.

24-hour machine tube counts (June 4, 2003)

- Topanga Canyon Boulevard North of Project Site.
- Driveway to Existing Project Site Parcel.
- Old Topanga Canyon Road North of Topanga Canyon Boulevard.
- Topanga Canyon Boulevard South of Old Topanga Canyon Road.

Peak period (4-6 P.M.) intersection turning movement counts (June 3, 2003)

- Topanga Canyon Boulevard and Topanga School Road.
- Topanga Canyon Boulevard and Old Topanga Canyon Road.
- Topanga Canyon Boulevard and Fernwood Pacific Drive.

2.3 LEVEL OF SERVICE ANALYSIS SCENARIOS

The Los Angeles County *Traffic Impact Analysis Report Guidelines* (TIARG) stipulates that the following scenarios be analyzed to determine the impacts (if any) of the Topanga Library project on Level of Service at the key intersections in the project area.

- a) Existing conditions.
- b) Opening year without project (this includes existing traffic plus ambient growth to the year of project completion).
- c) Opening year with project (traffic in (b) plus project traffic).

- d) Opening year with project mitigation (traffic in (c) with proposed mitigation, if necessary).
- e) Opening year cumulative conditions with cumulative traffic of other known developments (traffic in (c) plus cumulative traffic).
- f) Opening year cumulative conditions with cumulative mitigation (traffic in (e) with proposed cumulative mitigation measures, if necessary).

2.4 PROJECT TRIP GENERATION

The number of trips estimated to be generated by the proposed Topanga Library was determined by applying the trip generation rates for this library land use type as documented in the *ITE Trip Generation*.²

**Table 2.4-1
PROJECT TRIP GENERATION RATES**

Land Use	ITE Land Use (Code)	Amount (1,000 SF)	Direction	Trip Generation Rate ⁽¹⁾		
				Daily	AM Peak	PM Peak
Institutional	Library (590)	12	Both	54.00	1.06	7.09
			In	27.00	0.76	3.40
			Out	27.00	0.30	3.69

Source: Institute of Transportation Engineers (ITE), *Trip Generation*, 6th Edition, 1997.

(1) Trip generation rates are for weekdays. AM and PM rates are for peak hour of adjacent street traffic.

Project trip generation was estimated by applying the ITE trip generation rates shown in Table 2.4-1 to the corresponding amount of land use development proposed for the project (12,000 square feet). The resulting project trip generation is shown in Table 2.4-2. As shown, the project is estimated to generate a total of approximately 648 vehicle trips daily and 85 vehicle trips (total of both directions) during the P.M. peak hour.

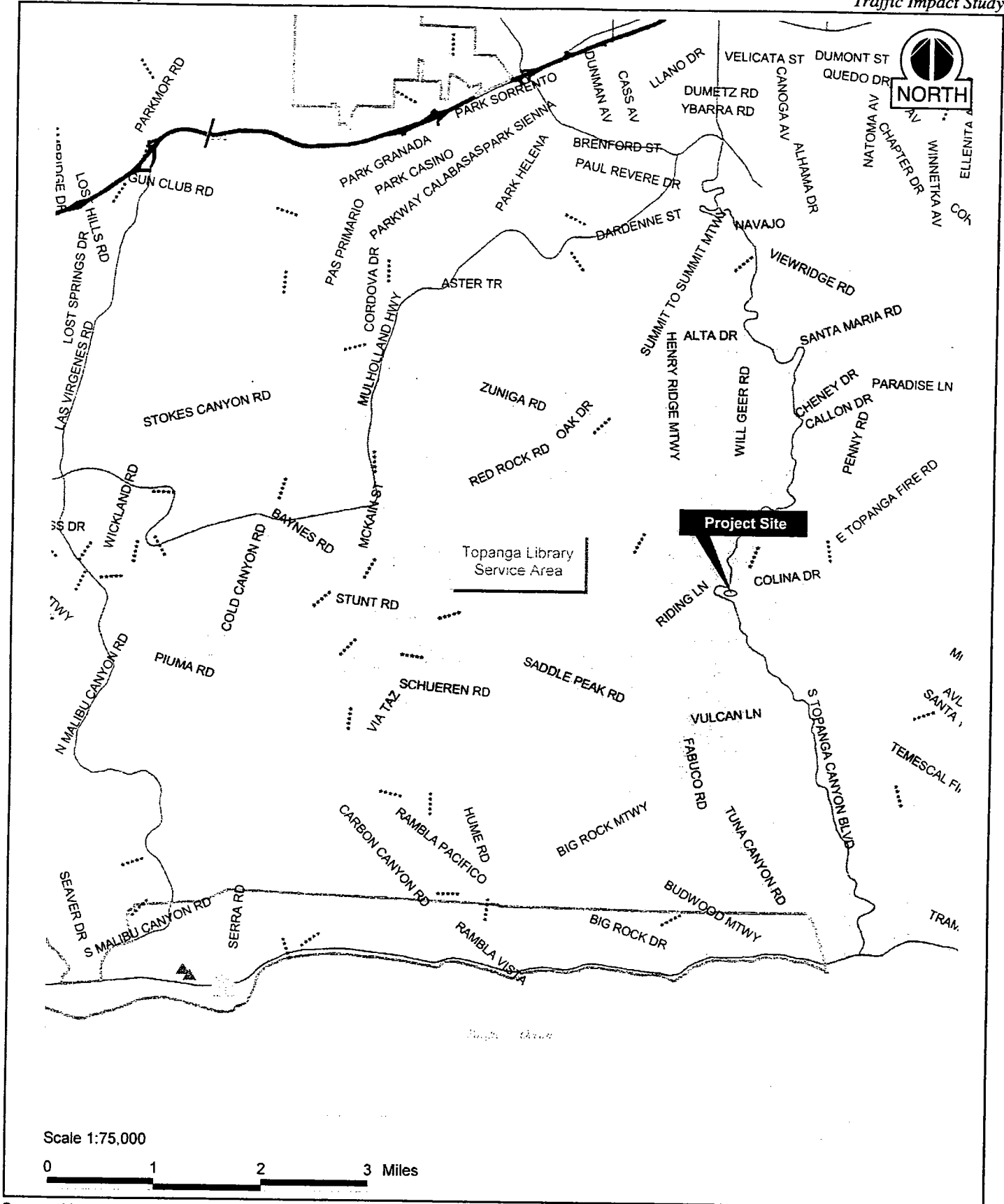
**Table 2.4-2
PROJECT TRIP GENERATION**

Land Use	ITE Land Use (Code)	Amount (1,000 SF)	Trip Generation		
			Direction	Daily	PM Peak
Institutional	Library (590)	12	Both	648	85
			In	324	41
			Out	324	44

2.5 PROJECT TRIP DISTRIBUTION

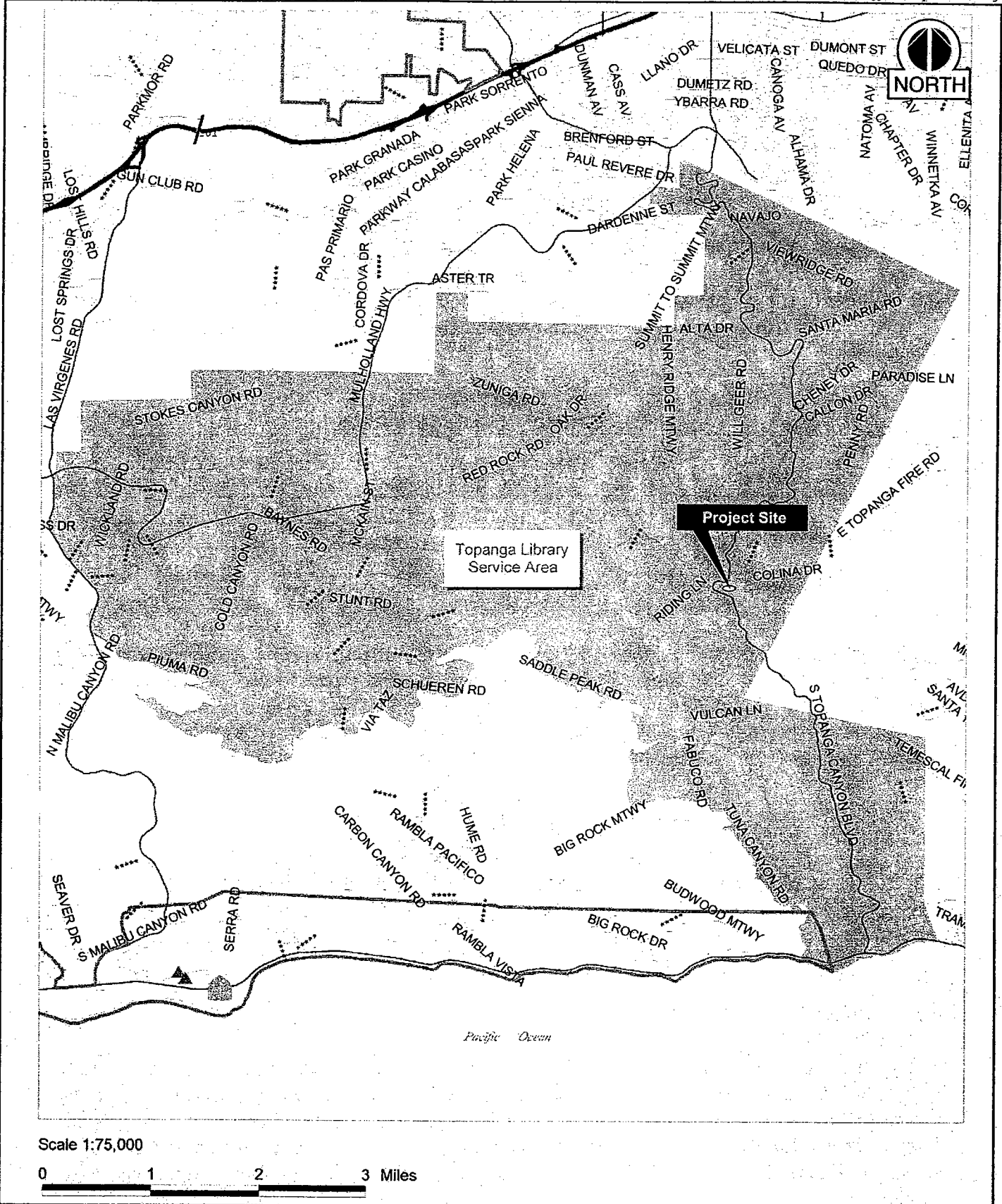
Trip distribution is the process of identifying the general directions that traffic associated with a project would use to travel into and out of the study area. Project trip distribution for the proposed library was determined from information provided by the County of Los Angeles Public Library for the service area of the new library. The service area for this new library is shown on Figure 2.5-1. The estimated size of the library facility is based on a guideline of 0.5 square

² ITE, *Trip Generation*, 6th Edition, 1997.



Source: Marc A. Futterman & Associates, November 2001

Figure 2.5-1
Topanga Library Service Area: 2020



Source: Marc A. Futterman & Associates, November 2001

Figure 2.5-1
Topanga Library Service Area: 2020

foot per capita applied to the projected 2020 library service area population. Figure 2.5-2 illustrates the trip distributions used in this analysis.

2.6 PROJECT TRIP ASSIGNMENT

Traffic assignment is the determination of the specific routes or travel paths that project traffic will use. The major factors affecting route selection are the minimum time path and minimum distance path. Often, the minimum time and distance paths are the same. When the two paths are different, the minimum time path will usually take precedence, assuming all other factors are equal. Other considerations in route selection are aesthetic quality of alternative routes and route safety. Project library trips were assigned to the roadway system in a logical manner based on the service area and the minimum time and distance path to the site.

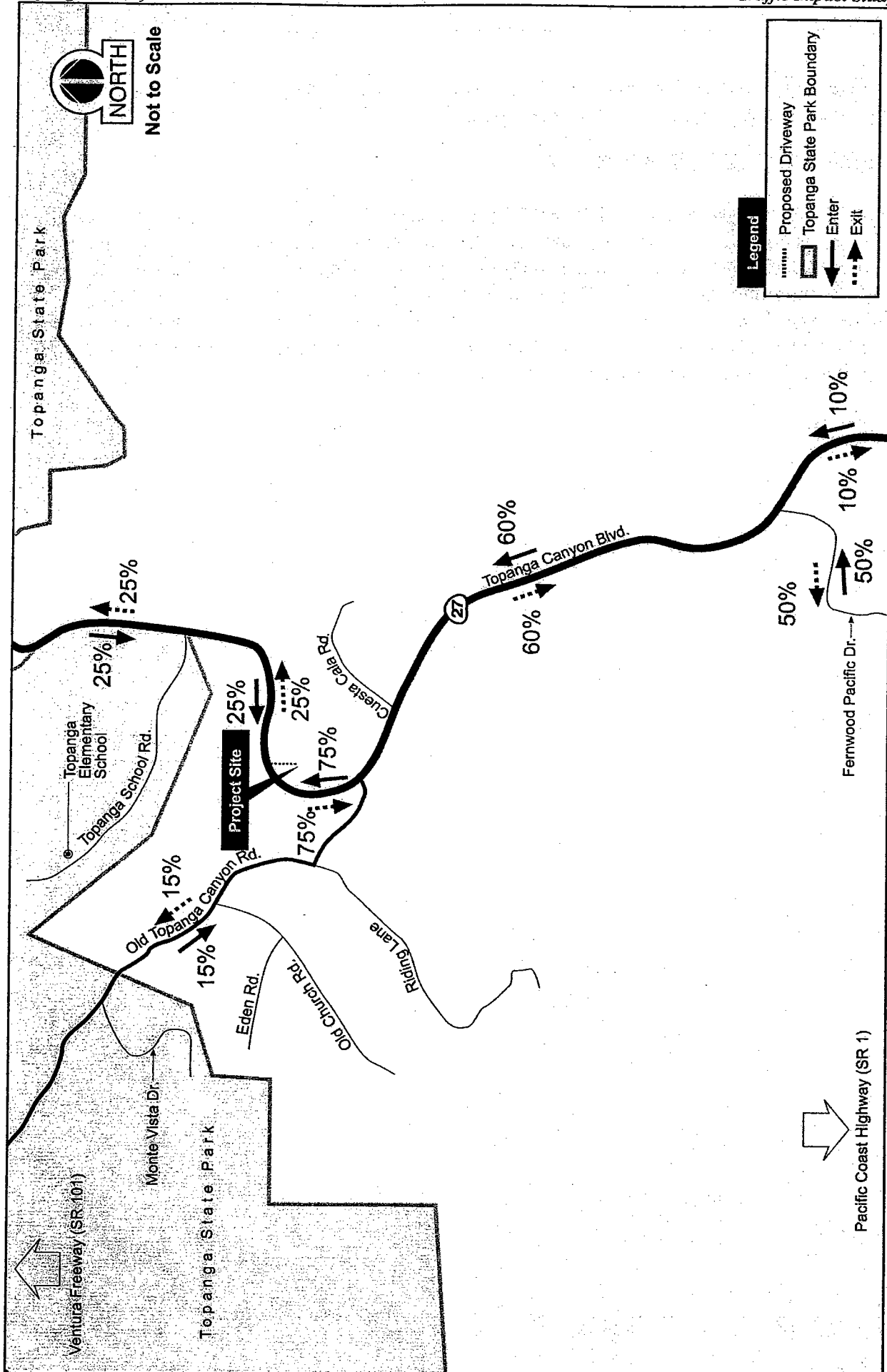


Figure 2.5-2
Project Trip Distribution

2.7 LEVEL OF SERVICE METHODOLOGY

The level of service (LOS) concept was developed to evaluate the operating conditions of components of a transportation circulation system. The *Highway Capacity Manual* (HCM)³ defines LOS as a qualitative measure which describes operational characteristics within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. LOS is rated from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. Specific criteria are used to define LOS for different types of facilities as discussed below.

Signalized Intersection LOS

Signalized intersection operations were analyzed using the Intersection Capacity Utilization (ICU) method. The ICU value is a quantitative ratio which compares intersection volume to capacity. Based on the ICU, intersection LOS is defined as shown in Table 2.7-1.

Table 2.7-1
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS	Description	ICU
A	Very low delay. Most vehicles do not stop at the intersection.	0.00 to 0.60
B	More vehicles stop than with LOS A, causing higher delays.	0.61 to 0.70
C	The number of vehicles stopping becomes significant, though many still pass through the intersection without stopping.	0.71 to 0.80
D	The influence of congestion becomes more noticeable. Many vehicles stop and the proportion of vehicles not stopping declines.	0.81 to 0.90
E	Results in delay considered to be unacceptable.	0.91 to 1.00
F	Considered unacceptable to most drivers, often occurs with oversaturation, when arriving traffic exceeds the capacity at the intersection.	Above 1.00

Source: *Highway Capacity Manual*, 2000.

The ICU analysis for this study used standard parameters currently followed by the County of Los Angeles Department of Public Works. These standard parameters include default saturation flow rates, defined as the maximum number of vehicles that can pass through a lane per hour of green time at a signalized intersection; and clearance interval defined as a percentage of the overall intersection capacity utilized by vehicles to clear the intersection during the amber or yellow signal. Default saturation flow rates of 1,600 vehicles per hour per lane (vphpl) for through lanes and 1,440 vphpl for left-turn lanes (2,880 vehicles per hour for dual left-turn lanes) were used in the analysis. A ten percent yellow clearance cycle was included for all signalized intersections.

³ Transportation Research Board, *Highway Capacity Manual*, 2000.

Unsignalized Intersections

Analysis of stop-controlled intersections used the 2000 HCM methodology for unsignalized intersections.⁴ The HCM established procedures for analyzing two-way and all-way stop controlled (TWSC and AWSC, respectively) intersections. The HCM methods calculate the average total delay at intersections. Based on the average control delay, the HCM defines LOS for unsignalized intersections as shown in Table 2.7-2.

Table 2.7-2
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LOS	Description	Average Control Delay (seconds/veh.)
A	Very low delay. Most vehicles do not stop at the intersection.	≤ 10
B	More vehicles stop than with LOS A, causing higher delays.	> 10 and ≤ 15
C	The number of vehicles stopping becomes significant, though many still pass through the intersection without stopping.	> 15 and ≤ 25
D	The influence of congestion becomes more noticeable. Many vehicles stop and the proportion of vehicles not stopping declines.	> 25 and ≤ 35
E	Results in delay considered to be unacceptable.	> 35 and ≤ 50
F	Considered unacceptable to most drivers, often occurs with over saturation, when arriving traffic exceeds the capacity at the intersection.	> 50

Source: *Highway Capacity Manual*, 2000.

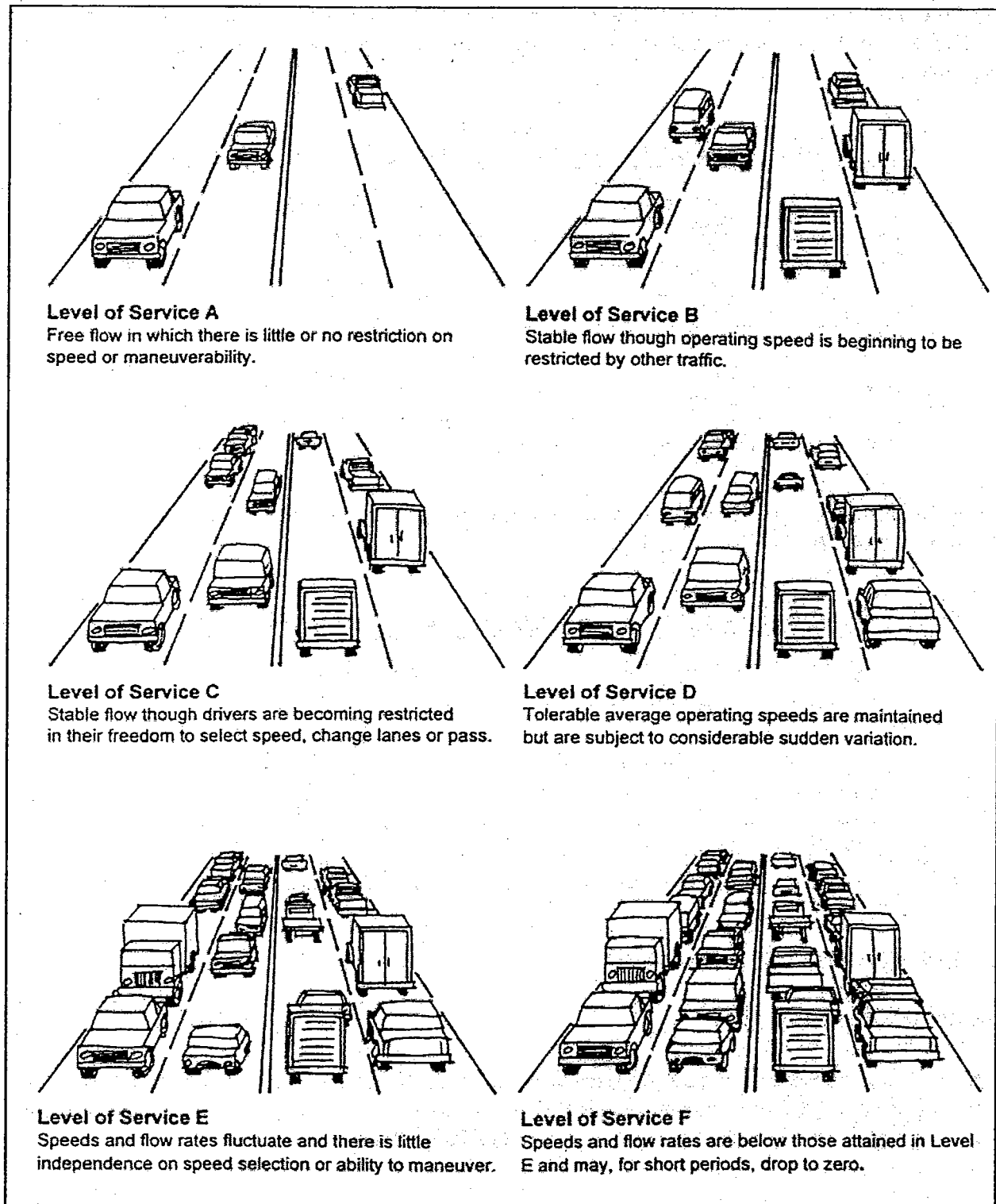
Two-Lane Roadways

In this analysis, two-lane roadway level of service is determined from the ratio of the peak hour traffic volume (total of both directions) to hourly capacities used by the *Traffic Impact Analysis Report Guidelines* as shown in Table 2.7-3. This ratio is technically referred to as the volume-to-capacity (V/C) ratio. The capacities represent the maximum traffic volume that the roadway can carry at LOS E (V/C = 1.00). The LOS corresponding to various ranges of V/C ratios is determined according to Table 2.7-4. Figure 2.7-1 illustrates the level of service concept for roadway segments.

It should be noted that the 2000 *Highway Capacity Manual* (chapters 12 and 20) use speed and percent time following among other factors to determine the service measure for two-lane roadway facilities. The service measure for a given facility type is the primary performance measure and determines LOS. The *Traffic Impact Analysis Report Guidelines* (1997) allows for use of the volume-to-capacity (V/C) ratio as the service measure for two-lane roadway facilities for a simplified analysis.

⁴ Transportation Research Board, *Highway Capacity Manual*, Special Report 209, Chapter 17, "Unsignalized Intersections", 2000.

**Figure 2.7-1
ROADWAY LEVEL OF SERVICE DEFINITION**



Source: *Highway Capacity Manual, 2000*

As shown in Table 2.7-3, the maximum total capacity (total of both directions) in terms of passenger cars per hour (PCPH) is 2,800 when the directional split is 50/50. As traffic becomes more directional (i.e., more traffic in one direction versus the other direction) the capacities decrease.

Table 2.7-3
HOURLY TRAFFIC CAPACITY FOR TWO-LANE ROADWAYS

Directional Split	Total Capacity (PCPH)
50/50	2,800
60/40	2,650
70/30	2,500
80/20	2,300
90/10	2,100
100/0	2,000

Source: Los Angeles County, *Traffic Impact Analysis Report Guidelines (TIARG)*, 1997.

The level of service for two-lane roadways corresponding to various ranges of V/C ratios is determined according to Table 2.7-4.

Table 2.7-4
LEVEL OF SERVICE CRITERIA FOR TWO-LANE ROADWAYS

Level of Service (LOS)	Volume-to-Capacity (V/C) Ratio
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	> 1.00

2.8 REGULATORY FRAMEWORK

Signalized Intersections

A project in unincorporated Los Angeles County is considered to have a significant adverse traffic impact at signalized intersections if the project-related increase in the volume-to-capacity (V/C) ratio equals or exceeds the threshold shown in Table 2.8-1.

Table 2.8-1
SIGNIFICANT IMPACT THRESHOLDS FOR SIGNALIZED INTERSECTIONS

Pre-Project		Project V/C Increase
LOS	V/C ⁵	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

Source: Los Angeles County, *Traffic Impact Analysis Report Guidelines* (TIARG), 1997.

Unsignalized Intersections

The *Traffic Impact Analysis Report Guidelines* (1997) for Los Angeles County does not specifically address the significant impact thresholds for unsignalized intersections. According to the 2002 *Congestion Management Program* (CMP) for Los Angeles County, the level of service standard is E, except where the base year LOS is worse than E. In such cases, the base LOS is the standard. Currently, 1992 is the base year that has been established for Los Angeles County.

Two-Lane Roadways

As prescribed in the *Traffic Impact Analysis Report Guidelines* (1997), impacts for two-lane roadways occur when the proposed project adds a specified percentage increase in passenger cars per hour (PCPH) based on the pre-project level of service. Table 2.8-2 illustrates the thresholds for two-lane roadways. As the table shows, a significant impact occurs for two-lane roadways when the LOS is C under pre-project traffic conditions and the proposed project adds 4 percent or more traffic during the peak hour to the two-lane facility. If the two-lane facility is operating at LOS D under pre-project conditions, an impact occurs when the proposed project adds 2 percent or more traffic during the peak hour. For two-lane facilities operating at LOS E/F under pre-project conditions, an impact occurs when the proposed project adds 1 percent or more traffic during the peak hour.

Table 2.8-2
TWO-LANE ROADWAY IMPACT THRESHOLDS

		Percentage Increase In Passenger Car Per Hour (PCPH) by Project		
		Pre-Project LOS		
Directional Split	Total Capacity (PCPH)	C	D	E/F
50/50	2,800	4 %	2 %	1 %
60/40	2,650	4 %	2 %	1 %
70/30	2,500	4 %	2 %	1 %
80/20	2,300	4 %	2 %	1 %
90/10	2,100	4 %	2 %	1 %
100/0	2,000	4 %	2 %	1 %

Source: Los Angeles County, *Traffic Impact Analysis Report Guidelines* (TIARG), 1997.

⁵ The volume-to-capacity (V/C) ratio for an intersection is the summation of the V/C ratios for the critical movements within the intersection. The higher the V/C ratio the closer the intersection is operating to capacity. A road would be at capacity when the V/C ratio is 1.0.

2.9 TRAFFIC SIGNAL WARRANTS

Traffic signal warrants used in this study to evaluate the need for signalization were based on Caltrans methodology.⁶ The Caltrans methodology provides 11 warrants for evaluating the installation of traffic signals. Warrant 11 (Peak Hour Volume) is commonly used in conjunction with peak hour intersection analysis. The Peak Hour Volume Warrant is satisfied if the peak hour volumes on the major and minor streets exceed the minimum volumes prescribed by the warrant. Detailed discussion of these warrants is included in Appendix B.

3.0 EXISTING CONDITIONS

This section describes the existing land uses, circulation system, traffic volumes, and intersection operational characteristics in the vicinity of the proposed Topanga Library. The traffic study area was determined by consultation with staff from the County of Los Angeles Department of Public Works and by the requirements of the Los Angeles County *Traffic Impact Analysis Report Guidelines* (TIARG). Figure 3.1-1 shows the traffic analysis study area with the road links and key intersections that were analyzed in the study.

3.1 EXISTING CIRCULATION SYSTEM

The proposed library site is currently served by a limited existing roadway system, which currently provides access to a small level of retail/commercial uses in the area, to the low density residential in the area, to the Santa Monica Mountains National Recreational Area, and, in the case of State Route 1 and State Route 101, to inter-regional traffic throughout the area.

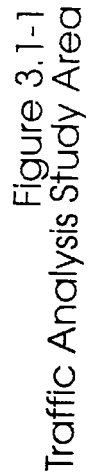
Figure 3.1-2 shows the locations of traffic control devices, lane configurations at key intersections, the number of lanes on major roadways, and other features of the roadway network. The next section describes the freeways, arterials, and other roads within the vicinity of the project site.

The 2002 *Congestion Management Program* (CMP) for Los Angeles County identifies roadways and freeways that are included on the latest CMP Highway System. In the vicinity of the project area, the following roadways are included on the CMP network:

- State Route 1 (Pacific Coast Highway-about 4 miles south of the project).
- State Route 101 (Ventura Freeway-about 7 miles north of the project).
- Topanga Canyon Boulevard (Direct access route for the project).

The closest arterial monitoring intersection is located about 4 miles south of the project at Pacific Coast Highway (PCH) and Topanga Canyon Boulevard. Since this project does not add 50 or more trips to PCH at Topanga Canyon Boulevard or 150 or more trips to a freeway, no CMP traffic analysis is required.

⁶ Caltrans, *Traffic Manual*, April 1992. Chapter 9, "Traffic Signals and Lighting."



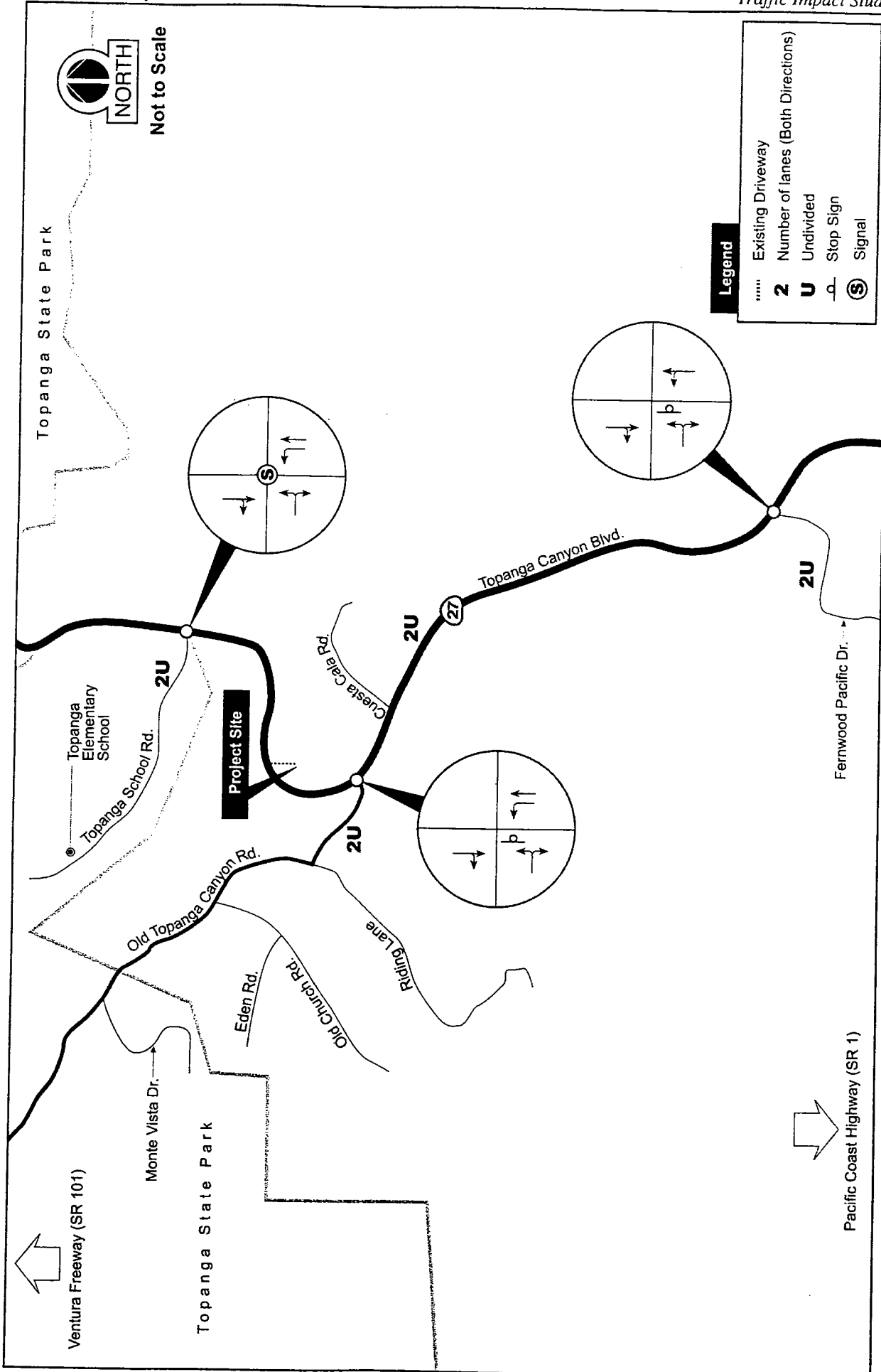


Figure 3.1-2
Existing Mid-Block Lane Configurations and Intersection Geometry/Controls

Freeways

Regional access in the immediate project area is provided entirely by two State Routes. State Route 1, Pacific Coast Highway, along the Pacific Ocean frontage provides access to the project, via Topanga Canyon Boulevard, from Santa Monica to the southeast and from Malibu on the west. State Route 101, the Ventura Freeway, provides access to the project, via Topanga Canyon Boulevard, from Encino, Calabasas, Woodland Hills, Agoura Hills, Westlake Village and other communities in the Route 101 corridor

State Route 1 (Pacific Coast Highway-PCH) is a four-lane beach front road which traverses the California coastline and connects the project to many communities to the north and south. PCH is signalized at its at-grade intersection with Topanga Canyon Boulevard in the project vicinity. PCH currently carries about 53,000 vehicles per day (vpd) and 44,000 vpd south and north of Topanga Canyon Boulevard, respectively. During the P.M. peak hour near Topanga Canyon Boulevard, PCH handles 4,650 and 5,850 vehicles south and north of Topanga Canyon Boulevard, respectively. According to the latest 2002 CMP, the Topanga Canyon Boulevard intersection with PCH was operating at LOS C ($V/C=0.75$) in the P.M. peak hour (the library will not be open in the A.M. peak hour).

State Route 101 (Ventura Freeway)

The Ventura Freeway is an east-west 8-lane freeway connecting the Santa Monica Mountains region to Thousand Oaks, Camarillo, Oxnard, Ventura and other communities along Route 101 with Topanga Canyon Boulevard. Route 101 connects the project area with communities to the east, including Encino, Van Nuys, and Hollywood. Route 101 carries 230,000 vehicles daily (based on 2002 Caltrans counts) in the vicinity of Topanga Canyon Boulevard. According to the latest 2002 CMP, level of service on Route 101 at Reyes Adobe Road (about 8 miles west of Topanga Canyon Boulevard) is LOS D ($V/C=0.88$) based on 2001 State traffic counts.

Major Highways

Topanga Canyon Boulevard (State Route 27) is generally a two-lane, winding, mountain, rural State highway which provides direct access to the project slightly north of its intersection with Old Topanga Canyon Road. In the project vicinity the roadway is striped with a double yellow centerline with a 35 mph speed limit adjusted downward for various curves along the alignment. In fact, the proposed project is located in the middle of an S-curve with an approximate 220-foot property line radius on the inside south side of the curve on the project side. The implications of the S-curve and visibility issues will be discussed later in the impacts and mitigation sections.

Old Topanga Canyon Road is another Santa Monica Mountains two-lane, winding, rural, mountain highway which connects Topanga Canyon Boulevard with Mulholland Highway about 6 miles to the north.

Existing Traffic Volumes

Figure 3.1-3 presents the existing 2003 Average Daily Traffic (ADT) on roads in the study area and the 2003 P.M. peak hour weekday turning movement volumes at the three study intersection locations. Traffic volumes on State Routes 1 and 101 (2002 are the latest counts) were stated in earlier discussion of these roadways. Appendix A provides the detailed traffic summary sheets for data which was collected in early June 2003. Traffic volumes on State Routes 1 and 101 are based on the *Caltrans 2002 Traffic Volumes on the California State Highway System*.⁷

As shown on Figure 3.1-3 the daily traffic volume on the two roadways in the study area varies considerably. Topanga Canyon Boulevard carries approximately 15,375 vehicles daily (total of both directions) north of Old Topanga Canyon Road and about 18,090 vehicles daily south of Old Topanga Canyon Road. Daily volumes are generally about equal by direction. Old Topanga Canyon Road north of Topanga Canyon Boulevard carries about 4,940 vehicles daily.

During the P.M. peak hour (5-6 p.m. at two of the three study intersections), Topanga Canyon Boulevard at the project location is currently carrying about 1,060 vehicles northbound and 560 vehicles southbound. South of Old Topanga Canyon Road, Topanga Canyon Boulevard is handling about 1,140 vehicles northbound and 650 vehicles southbound. As the figures indicate, the predominant traffic flow on Topanga Canyon Boulevard in the P.M. peak hour is northbound (about 65%).

3.2 EXISTING LEVELS OF SERVICE

The level of service analyses for the one signalized intersection within the study area were analyzed using the techniques as prescribed in the Los Angeles County *Traffic Impact Analysis Report Guidelines* (1997). Computational worksheets for the LOS analyses are provided in Appendix C.

Signalized Intersection LOS

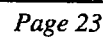
Table 3.2-1 summarizes the existing volume-to-capacity (V/C) and corresponding LOS at the only signalized intersection in the study area.

**Table 3.2-1
EXISTING SIGNALIZED INTERSECTION LEVEL OF SERVICE**

Intersection	P.M. Peak Hour	
	V/C	LOS
Topanga Canyon Boulevard/Topanga School Road	0.781	C

As the table shows, under existing conditions, Topanga Canyon Boulevard at Topanga School Road currently operates at LOS C during the P.M. peak hour. This is primarily due to the heavy

⁷ State of California 2001 Traffic Counts; www.dot.ca.gov/hq/traffops/saferesr/trafdata/2001all.



Existing Average Daily Traffic and P.M. Peak Hour Intersection Turning Volumes

northbound through movement (Topanga Canyon Boulevard) of approximately 1,060 vehicles during the peak hour.

Unsignalized Intersection LOS

The levels of service analyses for stop-controlled intersections were analyzed using the techniques of the latest *Highway Capacity Manual* (HCM). Computational worksheets for the LOS analyses are provided in Appendix C.

Table 3.2-2 summarizes the existing LOS at unsignalized intersections in the study area based on the 2000 HCM methodology.

**Table 3.2-2
EXISTING UNSIGNALIZED INTERSECTION LEVELS OF SERVICE**

Intersection	P.M. Peak Hour	
	Delay ⁽¹⁾	LOS
Topanga Canyon Boulevard/Old Topanga Canyon Road	72.5	F
Topanga Canyon Boulevard/Fernwood Pacific Drive	28.0	D

⁽¹⁾ Delay: Worst case approach delay, measured in seconds.

As the table shows, under existing conditions, Old Topanga Canyon Road at Topanga Canyon Boulevard is operating at LOS F (substantial delay on Old Topanga Canyon Road trying to enter heavy traffic stream on Topanga Canyon Boulevard). At Topanga Canyon Boulevard and Fernwood Pacific Drive a LOS D condition currently exists.

Two-Lane Facilities

The levels of service analyses for the two-lane facilities within the study area were evaluated using the methodologies previously discussed in Section 2.7.

Table 3.2-3 summarizes the existing LOS for the two-lane roadway segments within the study area. The volumes (total of both directions) and directional splits shown in Table 3.2-3 correspond with the highest one hour between the hours of 4-7 p.m. Refer to Appendix A for the existing traffic count sheets. After consultation with staff from the County of Los Angeles, the level of service analysis for this project was limited to only the P.M. peak hour because this particular facility will not be open during the morning peak hour (see Section 2.1, Assumptions).

**Table 3.2-3
EXISTING TWO-LANE FACILITY LEVELS OF SERVICE**

Two-Lane Roadway Segment	Existing (2003) P.M. Peak Hour Volume	Existing Peak Hour Directional Split; (NB/SB, EB/WB)	Capacity (PCPH) ⁽¹⁾	Volume-to-Capacity (V/C)	Level of Service (LOS) ⁽²⁾
Topanga Canyon Blvd. north of Project Site	1,442 ⁽³⁾	(60/40)	2,650	0.54	A
Topanga Canyon Blvd. south of Old Topanga Canyon Rd. intersection	1,851 ⁽³⁾	(65/35)	2,650	0.70	B
Old Topanga Canyon Rd. north of Topanga Canyon Blvd.	411 ⁽³⁾	(70/30)	2,500	0.16	A

⁽¹⁾ PCPH: Passenger Car Per Hour. Refer to Section 2.7 for hourly traffic capacities for two-lane roadways.

⁽²⁾ Refer to Section 2.7 for the level of service criteria for two-lane roadways.

⁽³⁾ P.M. Peak Hour Occurs Between 5-6 p.m. Refer to Appendix A for the existing traffic count sheets.

As shown in Table 3.2-3, the directional split for the roadway segments (both Topanga Canyon Boulevard and Old Topanga Canyon Road) is predominately northbound during the P.M. peak hour. As Table 3.2-3 shows, under existing conditions, all two-way study roadway segments operate at LOS B or better during the P.M. period. It should be noted that the roadway segment of Topanga Canyon Boulevard (just south of the Old Topanga Canyon Road intersection) operates at LOS B ($V/C = 0.70$), but is very close to LOS C ($V/C = 0.71$) during the P.M. peak hour.

3.3 EXISTING TRANSIT, BICYCLE, PEDESTRIAN FACILITIES

Existing Transit Services

There is no transit service in the project area.

Existing Bicycle and Pedestrian Facilities

Because of the rural nature of the vicinity, there are no existing bicycle or special pedestrian facilities in the area. Pedestrian crosswalks do exist at the Topanga School Road intersection with Topanga Canyon Boulevard and on Topanga Canyon Boulevard at Fernwood Pacific Drive.

4.0 TRAFFIC IMPACT ANALYSIS (2006)

This section discusses the 2006 impacts of the proposed Topanga Library project. The year 2006 was assumed to represent project build-out or full occupancy based on direction from Los Angeles County staff. This section analyzes traffic conditions (levels of service) with and without the project, identifies traffic impacts based on a comparison of these conditions, and identifies the need for mitigation measures which are described in a later section.

Level of service analyses were performed for study intersections using the methodologies described earlier in Section 2.7. Computational worksheets are provided in Appendix C. LOS analyses are based on existing intersection lane configurations.

Project related traffic impacts were determined by comparing intersection levels of service with and without the project. Significant traffic impacts were identified based on the County's criteria for significant adverse project impacts previously discussed in Section 2.8.

4.1 OPENING YEAR (2006) TRAFFIC CONDITIONS

Figure 4.1-1 shows the daily and P.M. peak hour anticipated project traffic distributed to the existing roadway network. The project traffic was derived from the Institute of Transportation Engineers' (ITE) trip generation data. Customarily an adjustment to project traffic could be made for pass-by trips along the adjacent major roadway. A pass-by trip is a trip that was already on the road, but would divert to this new use and then re-join the adjacent street traffic stream. However, in this case a 10% adjustment (of the 85 peak hour trips generated by the library) represents an extremely minor (0.5%-0.7%) percentage of the current traffic on Topanga Canyon Boulevard. For that reason, no pass-by adjustment has been made. In the same regard, a 10% adjustment for "internal capture" between the project and some adjacent commercial was not taken because of the extremely minor percentage of the adjacent traffic stream the adjustment would represent.

As Figure 4.1-1 shows, the proposed project is anticipated to add approximately 162 vehicles per day (vpd) and 486 vpd to Topanga Canyon Boulevard immediately north and south of the proposed project access point to Topanga Canyon Boulevard. Also shown on Figure 4.1-1 is the daily project traffic added to other roadway sections in the study area.

Figures 4.1-2 and 4.1-3 show the daily and P.M. peak hour volumes on the existing roadway network for both with and without project scenarios in 2006.

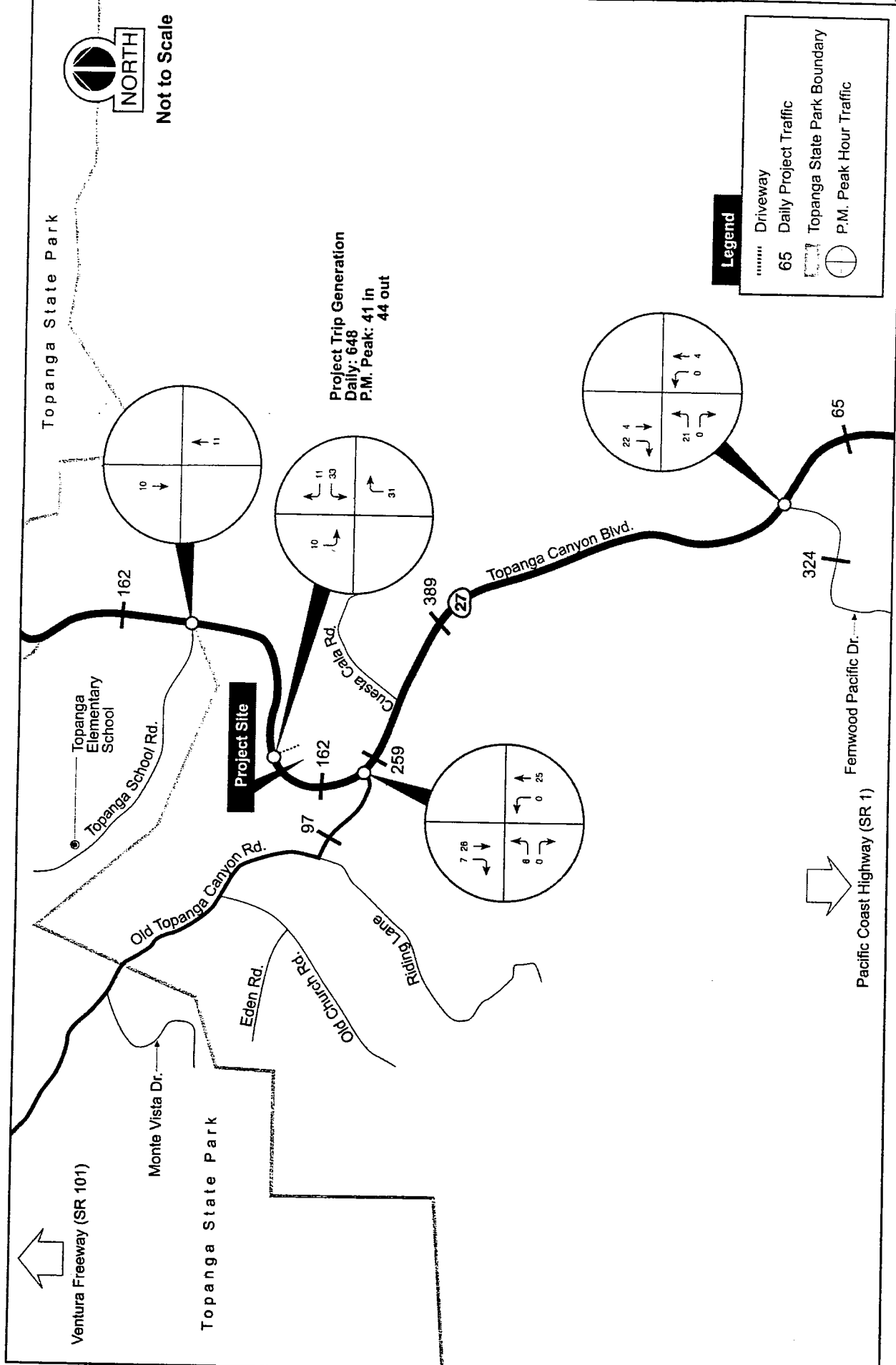


Figure 4.1-1
 Daily and P.M. Peak Hour Project Traffic

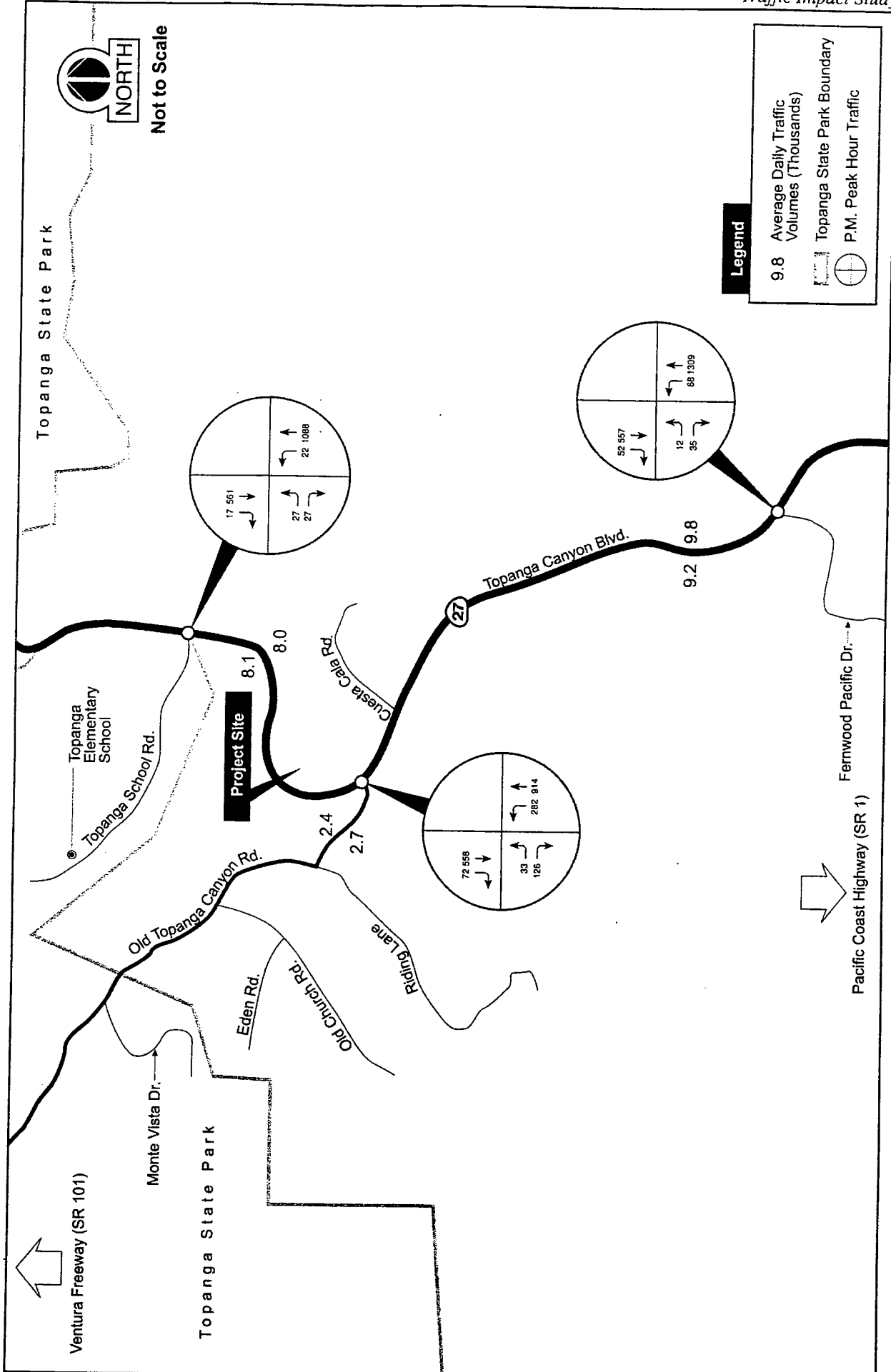


Figure 4.1-2
Opening Year (2006) Without Project Traffic

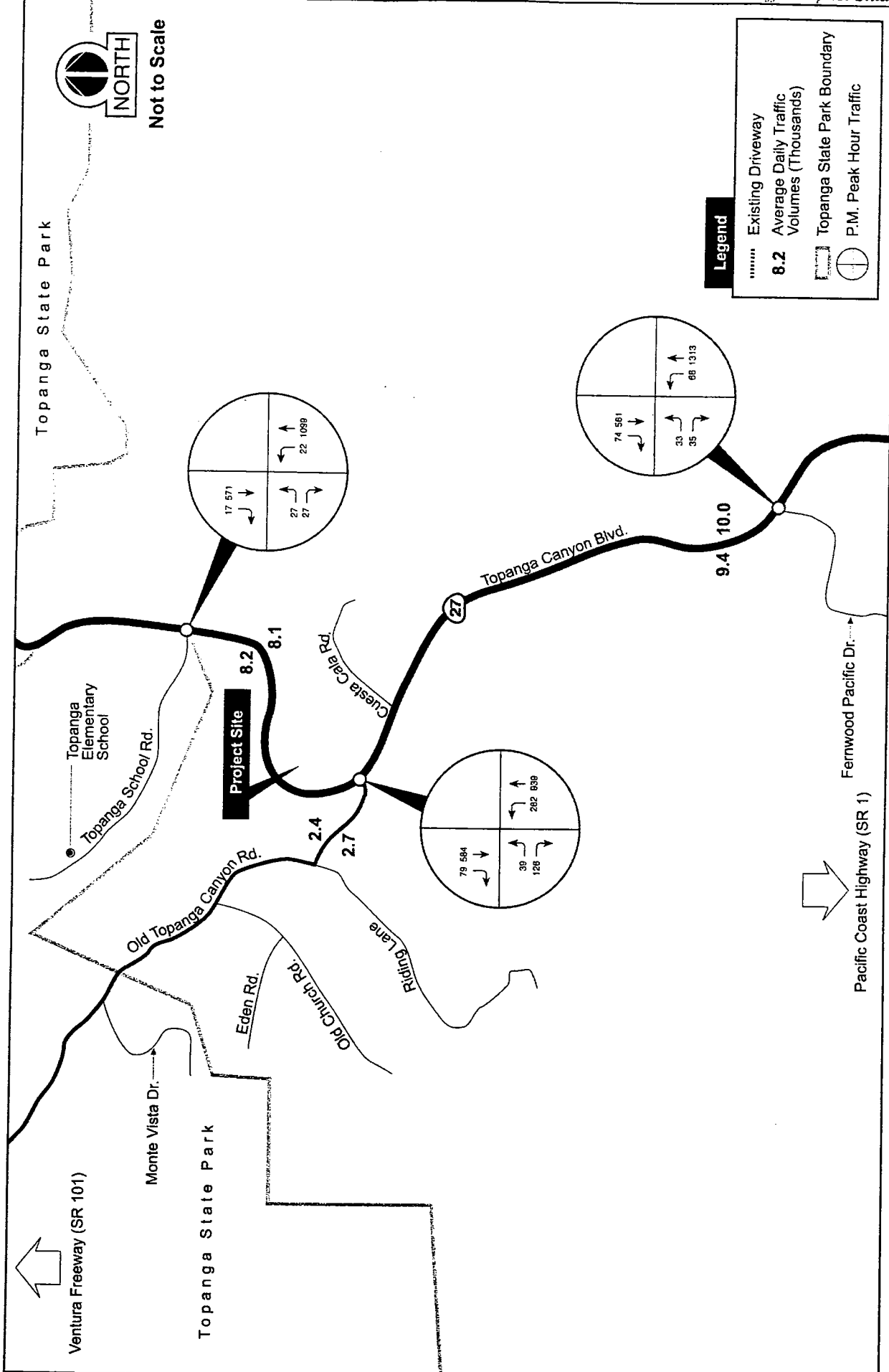


Figure 4.1-3
Opening Year (2006) with Project Traffic

4.2 SIGNALIZED INTERSECTIONS

The following discusses impacts (if any) to the signalized intersection within the study area.

Table 4.2-1
2006 SIGNALIZED INTERSECTION LEVEL OF SERVICE SUMMARY WITH AND WITHOUT
THE PROJECT (P.M. PEAK HOUR)

Intersection	2006 Without Project Scenario		2006 With Project Scenario		Increase (V/C)	Significant Impact (Yes or No) ⁽¹⁾
	Sec/Veh	LOS	Sec/Veh	LOS		
Topanga Canyon Boulevard and Topanga School Road	0.815	D	0.821	D	0.006	NO

⁽¹⁾ According to Los Angeles County guidelines, a significant impact occurs when the pre-project LOS is D and the project adds 0.02 or more to the volume-to-capacity (V/C) ratio.

As shown in Table 4.2-1, the increase in the volume-to-capacity ratio (V/C) for the 2006 with and without project scenarios is approximately 0.006. According to the Los Angeles County guidelines, this increase is not a significant impact.

4.3 UNSIGNALIZED INTERSECTIONS

The following discusses impacts (if any) to the unsignalized intersections within the study area.

Table 4.3-1 summarizes the unsignalized LOS in 2006 with and without the Topanga Library project. As previously discussed in Section 2.8, the Los Angeles County TIARG does not define significance criteria for unsignalized intersections.

Table 4.3-1
2006 UNSIGNALIZED INTERSECTION LEVEL OF SERVICE SUMMARY WITH AND
WITHOUT THE PROJECT (P.M. PEAK HOUR)

Intersection	2006 Without Project Scenario		2006 With Project Scenario		Increase (Seconds)	Significant Impact (Yes or No) ⁽¹⁾
	Sec/Veh	LOS	Sec/Veh	LOS		
Topanga Canyon Blvd. and Old Topanga Canyon Rd.	112.4	F	187.8	F	75.4	Undefined
Topanga Canyon Blvd. and Fernwood Pacific Dr.	32.1	D	79.0	F	46.9	Undefined

⁽¹⁾ Los Angeles County does not specifically define significance criteria for unsignalized intersections.

As Table 4.3-1 shows, both of the unsignalized intersections within the study area are projected to operate at LOS F during 2006 traffic conditions with the proposed project. The increase in seconds (2006 without the project compared to 2006 with the project) for the two unsignalized

intersections is between 47 to 75 seconds. As previously discussed, there are no defined thresholds to determine impacts for unsignalized intersections.

4.4 TWO-LANE ROADWAY FACILITIES

Table 4.4-1 summarizes the 2006 without and with project P.M. peak hour volumes (total of both directions) for the two-way roadway segments within the study area.

**Table 4.4-1
SUMMARY OF 2006 TWO-WAY ROADWAY VOLUMES**

Two-Lane Roadway Segment	2006 Without Project P.M. Peak Hour Volume	P.M. Project Traffic ⁽¹⁾	2006 With Project P.M. Peak Hour Volume
Topanga Canyon Blvd. north of Project Site	1,514	21	1,535
Topanga Canyon Blvd. south of Old Topanga Canyon Road intersection	1,944	51	1,995
Old Topanga Canyon Rd. north of Topanga Canyon Blvd.	431	13	444

⁽¹⁾ Previously shown Figure 4.1-1 (Daily and P.M. Peak Hour Project Traffic) shows the P.M. peak hour project traffic at the study intersections and the daily project traffic at the roadway links. However, the project traffic listed in Table 4.4-1 is for the P.M. peak period only.

As shown in Table 4.4-1, the P.M. project traffic ranges from 13 to 51 vehicles (total of both directions) for the study roadway segments.

Table 4.4-2 summarizes the P.M. peak hour two-lane roadway volume-to-capacity ratio (V/C) and corresponding LOS in 2006 for with and without the proposed project scenarios. Also shown in the table is the percentage increase in passenger cars per hour (2006 without the project compared to 2006 with project traffic conditions) for the two-lane roadway segments within the study area. As shown in the table, all study two-way roadway segments are projected to operate at level of service (LOS) C or better under the 2006 without and with project scenarios during the P.M. peak hour.

Table 4.4-2
2006 TWO-LANE ROADWAY LEVEL OF SERVICE SUMMARY WITH AND WITHOUT THE PROJECT

Two-Lane Roadway Segment	2006 Without Project		2006 With Project		Percentage Increase In Passenger Car Per Hour (PCPH)	Significant ⁽¹⁾ Yes/No
	V/C	LOS	V/C	LOS		
Topanga Canyon Blvd. north of Project Site	0.57	A	0.58	A	1.4	NO
Topanga Canyon Blvd. south of Old Topanga Canyon Road intersection	0.73	C	0.75	C	2.6	NO
Old Topanga Canyon Rd. north of Topanga Canyon Blvd.	0.17	A	0.18	A	3.0	NO

⁽¹⁾ According to Los Angeles County guidelines, a significant impact for two-lane roadways occur when the pre-project LOS is C and the proposed project increases the passenger cars per hour (PCPH) by four percent or more.

5.0 CUMULATIVE IMPACTS

A list of cumulative (related) projects which could occur in the time frame of this project and are located in the study area has been reviewed. Appendix D (Cumulative Project List) summarizes the projects that could potentially contribute cumulative traffic to area roads. Nine of the projects are wireless communication "microcell" facilities, which are very small and contain only wireless communications equipment and involve only occasional servicing by a wireless technician. Therefore, they are not included in the traffic analysis. Three other projects involve a total of only 4 single family units which would generate only 4 P.M. peak hour trips (in both directions). Again, this level of traffic is extremely small. Therefore, these projects are not included in cumulative traffic. The Santa Monica Mountains zone change project does not have a level of known development determined at this time.

6.0 SITE SPECIFIC ISSUES

This section describes the assessment of other site-specific issues related to the proposed project. Specifically, this section addresses traffic signal warrants, parking, and project driveway ingress/egress issues.

6.1 TRAFFIC SIGNAL WARRANTS

A traffic signal warrant analysis was conducted for the following unsignalized intersections within the study area:

- Topanga Canyon Boulevard and Old Topanga Canyon Road
- Topanga Canyon Boulevard and Fernwood Pacific Drive
- Topanga Canyon Boulevard and Project Driveway

According to the Los Angeles County TIARG, the Caltrans Peak Hour Warrant should be used to evaluate the need for a traffic signal. Figure 9-9 from the Caltrans *Traffic Manual* (Peak Hour Volume Warrant (Rural Areas)) is included in Appendix B and shows that the warrant is *satisfied* at Topanga Canyon Boulevard and Old Topanga Canyon Road under existing conditions. The peak hour warrant is not satisfied at the intersection of Topanga Canyon Boulevard and Fernwood Pacific Drive under either existing conditions or opening year (2006) with project conditions. The peak hour warrant is not satisfied for the Topanga Canyon Boulevard and Project Driveway entrance under the opening year (2006) with project scenario.

6.2 PARKING

For purposes of this study, it is assumed the parking facility for the proposed library will provide parking for staff, visitors, and disabled patrons in accordance with County requirements. The parking lot area will be designed in accordance with the standards of the Los Angeles County Regional Planning Department.

To provide the maximum possible visibility along Topanga Canyon Boulevard, on-street stopping should be prohibited along the entire project frontage.

6.3 PROJECT DRIVEWAY INGRESS/EGRESS ISSUES

One of the key traffic issues relative to construction of this library facility is its location along Topanga Canyon Boulevard just north of Old Topanga Canyon Road. An analysis of adequate sight distance(s) and through traffic gaps was completed for the following movements entering and exiting the proposed project site:

- Southbound left into the proposed site
- Left turn exiting the proposed site

The right turn into the project site (coming from the south) was not specifically analyzed for adequate gaps because of the mitigation measure that adds a 12 feet deceleration lane for this movement. Deceleration lanes (also referred to as speed-change lanes) are an auxiliary lane primarily used for the deceleration of vehicles leaving the through-traffic lanes and entering the proposed project site. The primary purpose of deceleration lanes is to allow turning vehicles to leave through-traffic lanes with minimum interference to through-traffic. They also provide storage for vehicles waiting to complete the turn maneuver.

The following provides a brief discussion of the concept of traffic gaps and sight distance.

In traffic engineering terms, a traffic gap is typically measured from the rear of one vehicle to the front of the following vehicle and is expressed in seconds. The *Highway Capacity Manual* (HCM) defines the critical gap as the minimum time interval in the major street traffic stream that allows intersection entry for one minor street vehicle. Furthermore, the driver's critical gap is the minimum gap that would be acceptable, the driver would reject any gaps less than the critical gap and would accept gaps greater than or equal to the critical gap. Estimates of critical gaps can be made on the basis of observations of the largest rejected and smallest accepted gap for a given intersection.

Sight distance is the continuous length of roadway visible to the driver. Although there are different types of sight distances (i.e., passing, decision, etc.), this analysis considers stopping and intersection sight distance. Stopping sight distance is the minimum distance required by a driver, traveling at a given speed, to bring the vehicle to a stop after an object in the road becomes visible. This time is comprised of reaction distance or the distance traveled during perception of the object plus the actual distance required to bring the vehicle to a stop. Intersection sight distance, also referred to as corner sight distance, is the clear line-of-sight at unsignalized intersections that should be maintained between the driver of a vehicle at the crossroad and the driver of an approaching vehicle.

For purposes of this analysis, the calculation of sight distances uses a design speed of 64.4 kph which is 58.7 feet per second or 40 miles per hour. Appendix E contains the traffic gap and sight line calculations.

Southbound Left into Proposed Site

The estimated project traffic for this movement is 10 vehicles during the P.M. peak hour (see previously shown Figure 4.1-1). This is approximately one vehicle every 6 minutes. Drivers making this movement will only need acceptable gaps in the northbound traffic stream of Topanga Canyon Boulevard. The proposed project driveway location provides approximately 90 meters (295 feet) of sight distance for vehicles entering from the north (the southbound left into the proposed site) which equates to an approximate gap of 5.0 seconds using a design speed of 64.4 kph (58.7 fps). Upon field observations near the project site, the critical gap for this movement (left turn from a major to minor street) was measured to be 4.0 seconds. Therefore, under existing conditions, drivers are expected to have adequate sight distance for southbound lefts into the project site.

Left Turns Exiting Proposed Site

The estimated project traffic for left turns from the project driveway onto southbound Topanga Canyon Boulevard is 33 vehicles during the P.M. peak hour (see previously shown Figure 4.1-1) which is approximately one vehicle every two minutes. Vehicles making this movement will need acceptable gaps in both the northbound and southbound traffic streams of Topanga Canyon Boulevard. The proposed project driveway location provides approximately 70 meters (230 feet) of sight distance for vehicles exiting the site (for drivers looking left) which equates to a gap of

approximately 4.0 seconds in the northbound traffic stream. For vehicles exiting the site and looking to the right, approximately 97 meters (318 feet) of sight distance is available which equates to approximately a 5.5 second gap in the southbound traffic stream. Upon field observations near the project site, the critical gap for this movement (left turn from a minor to major street) was measured to be in a range of 5.0 to 5.5 seconds. Therefore, under existing conditions, drivers are expected to have inadequate sight distance when making left turns (and looking to the left) from the project site. As discussed in Section 7.0, *Mitigation Measures*, adequate sight distance(s) can be achieved.

Gap Analysis

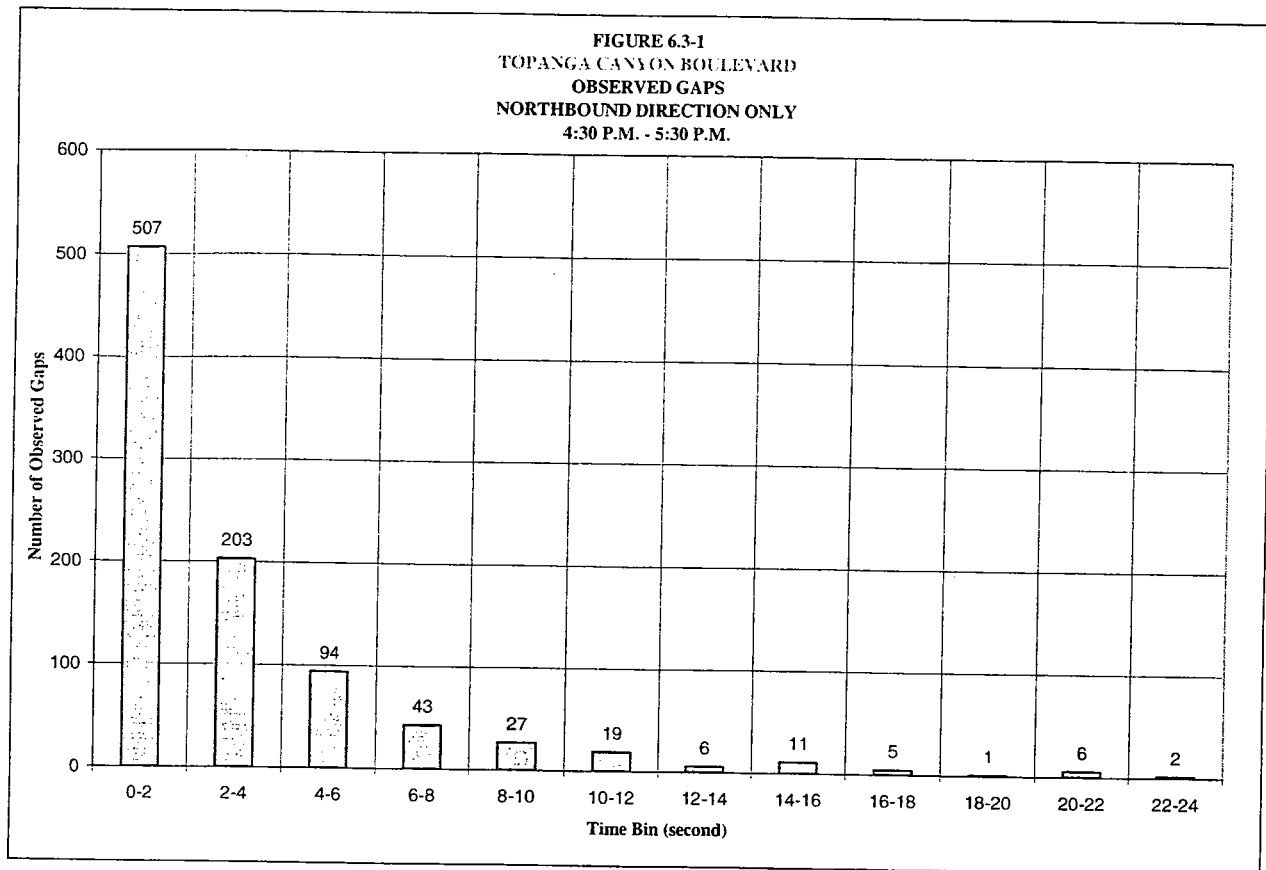
P&D Consultants conducted a gap study (at the intersection of the proposed project site driveway and Topanga Canyon Boulevard) as part of this study through a subcontract with Southland Car Counters. The collected data is provided in Appendix F. The primary purpose of this analysis was to determine the number and length of gaps in the Topanga Canyon Boulevard existing traffic stream for project vehicles entering from the north (southbound left into the proposed site) and exiting the proposed project site (both left and right). This analysis was important because of the heavy northbound traffic of approximately 1,140 vehicles per hour in the northbound direction and 575 vehicles southbound, a total of about 1,715 vehicles in both directions. It should be noted the gap analysis included all traffic along Topanga Canyon Boulevard, including traffic from the driveways just south of the project site.

The collection of data used in the gap analysis was completed on July 24, 2003 between 4:15 p.m. and 6:00 p.m. which covers the P.M. peak hour. Using videotaping equipment, essentially every gap in the northbound traffic stream for Topanga Canyon Boulevard was measured. Quantification of these gaps was important for the southbound left turns into the proposed project and the westbound left turns exiting the proposed project. Additionally, the combined gaps for both the northbound and southbound directions of Topanga Canyon Boulevard were measured. This data is important for vehicles exiting (to the left) from the proposed project site. The observed gaps in the traffic stream were classified into 0-2 second, 2-4 second, etc., bins for 15-minute intervals during the P.M. peak hour. The following discusses the results from the gap analysis.

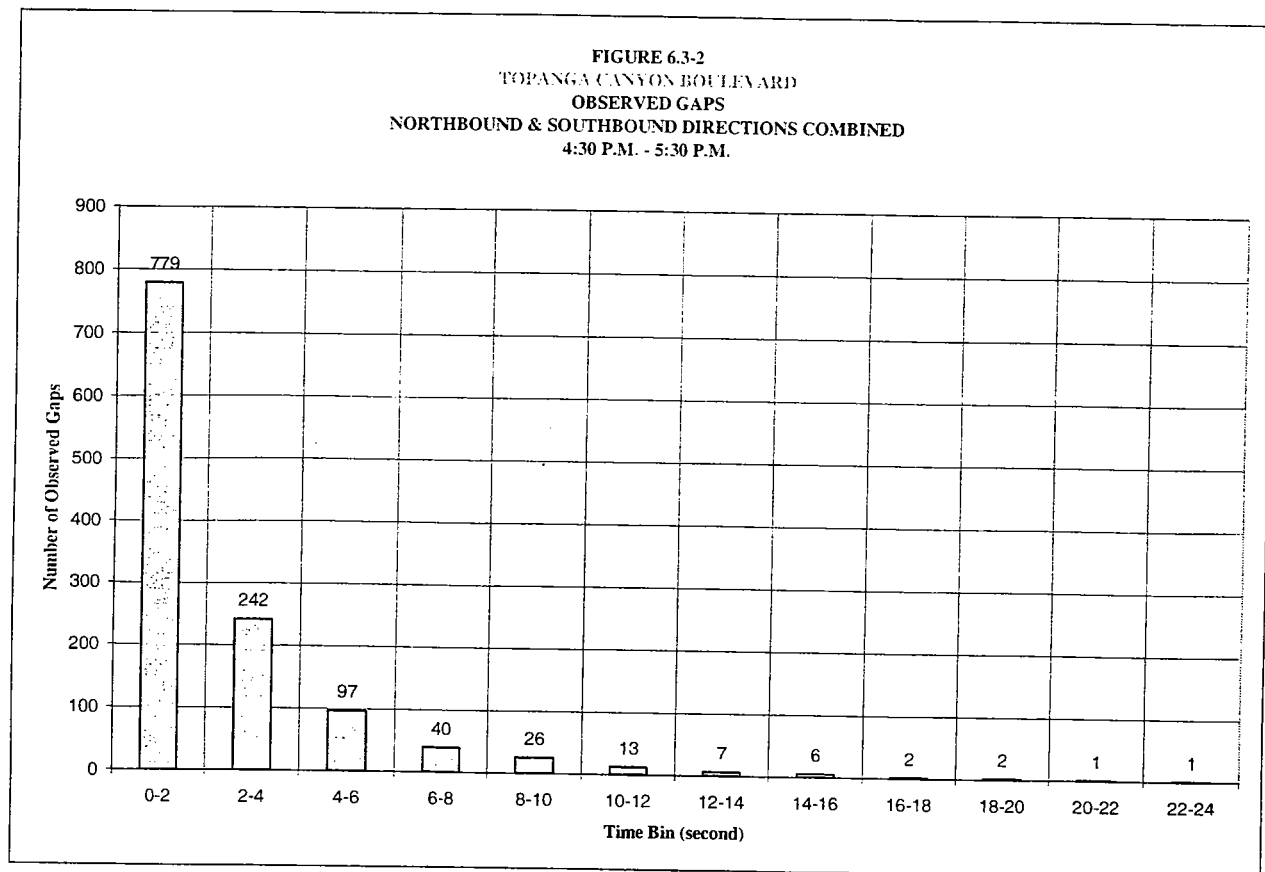
Figure 6.3-1 illustrates the observed number of gaps (by two second bins) for vehicles in the northbound direction of Topanga Canyon Boulevard at the proposed project site. Although gaps were field measured for approximately two hours, the figure shows observed gaps between 4:30 p.m. to 5:30 p.m. which represents the P.M. peak period. As shown in the figure, the highest number of observed gaps occurs in the 0-2 second bin.

As previously discussed, the exiting gap for the southbound left movement into the site is 5.0 seconds. As shown in Figure 6.3-1, there were 94 observed gaps in the 4-6 second time bin which covers the 5.0 second critical gap. The estimated project traffic for this movement is 10 vehicles during the P.M. peak hour (see Figure 4.1-1) or approximately one vehicle every 6 minutes. The 94 acceptable gaps is approximately one gap per 38 seconds. Therefore, there are adequate numbers of acceptable gaps in the northbound traffic stream for the southbound left movement into the project site and no queuing or excessive delays are anticipated. As a

mitigation measure, the shoulder on the north side of Topanga Canyon Boulevard starting just south of Topanga School Road and continuing past the library site should be paved. Although no queuing is anticipated for the southbound left movement into the library, the paved shoulder will allow for southbound through-traffic to move around vehicles stopped to enter the project site.



The estimated project traffic for left turns exiting the site is 33 vehicles during the P.M. peak hour (see Figure 4.1-1) or approximately one vehicle every 109 seconds. As previously discussed, under existing conditions, the actual gap visible for the southbound left movement exiting the site and looking to the left is 4.0 seconds. From field observations (left-turning vehicles from a minor to major street) is in the range of 5.0 to 5.5 seconds. Approximately 97 meters (318 feet) of sight distance which equates to a 5.5 second gap exists for the southbound left movement exiting the site and looking to the right. As shown in Figure 6.3-2, there were 97 observed gaps in the 4-6 second time bin for the northbound and southbound directions combined which includes the 5.5 second gap. The 97 acceptable gaps is approximately one gap per 37 seconds. Thus, there are adequate numbers of acceptable gaps in the northbound and southbound traffic streams for the southbound left movement exiting the project site and no queuing or excessive delays are anticipated. However, due to existing obstructions, vehicles exiting the driveway do not have sufficient sight distance to observe acceptable gaps of 5.0 to 5.5 seconds. As a mitigation measure, all obstructions from motorists' line-of-sight to the west of the proposed library driveway, including the Topanga Rug Store and trailer and the oak tree on the south side of Topanga Canyon Boulevard will be removed.



It should be noted the installation of a traffic signal is planned for Topanga Canyon Boulevard, just south of the Topanga Canyon Boulevard and Old Topanga Canyon Road intersection. Although this study does not specifically quantify the effects of this signal on gaps for the northbound direction, it is reasonable to expect the signal will create additional gaps. Therefore, the gap analysis completed as a part of this study should be considered a conservative analysis.

6.4 PEDESTRIAN MOVEMENTS

Currently there are no sidewalks in the vicinity of the project because of the rural nature of Topanga Canyon Blvd.

7.0 MITIGATION MEASURES

As previously shown in Section 4.0, there are no significant impacts on intersection or roadway operations within the study area because of the proposed project. However, as shown in Section 6.3, there is inadequate sight distance for vehicles making left turns from the project site. The following identifies traffic mitigation measures which have been identified for the Topanga Library Project.

- Prohibit on-street stopping for the entire project frontage

- Add two 12' northbound deceleration lanes, one starting at the west driveway (at Bouboulina's) and ending at the north driveway of the adjacent commercial property to the east (Pine Tree Circle), and one starting at the north driveway of the adjacent commercial property to the east (Pine Tree Circle) and ending at the library project site's driveway
- Close the west driveway (at Bouboulina's) and reduce the north driveway from 58 feet to 26 feet at the adjacent commercial property to the east (Pine Tree Circle)
- Remove all obstructions from motorists' line-of-sight to the west of the proposed library driveway, including the Topanga Rug Store and trailer on the adjacent commercial property (Pine Tree Circle) and the oak tree on the south side of Topanga Canyon Boulevard (southwest of the project site)
- Prune the oak trees and prune and/or remove the non-oak trees within the road right-of-way at the curve on the north side of Topanga Canyon Boulevard approximately 330 feet east of the library project site to increase sight distance
- Pave the existing shoulder on the north side of Topanga Canyon Boulevard starting at the curve just south of Topanga School Road and ending past the library project site

8.0 IMPACTS AFTER MITIGATION MEASURES

Left turns into and exiting the project site can be allowed with the mitigation measures previously presented in Section 7.0. Prohibition of on-street stopping for the entire project frontage will maximize visibility along Topanga Canyon Boulevard. The two additional 12' northbound deceleration lanes will allow turning vehicles to leave through-traffic lanes with minimum interference to through-traffic and provide storage for vehicles waiting to complete the turn maneuver. Reduction of the north driveway width from 58' to 26' of the adjacent commercial property to the west will increase the distance between the north driveway and the new library driveway, thus allowing a longer deceleration lane for right turns into the library site. The removal of all obstructions from the motorists' line-of-sight to the west of the proposed library driveway, including the Topanga Rug Store, trailer and the oak tree on the south side of Topanga Canyon Boulevard will provide adequate sight distances for left-turning vehicles exiting the project site and looking to the left. The pruning of oak trees and/or removal of the non-oak trees within the road right-of-way to the east of the site on the north side of Topanga Canyon Boulevard will provide adequate sight distance for left-turning vehicles exiting the project site and looking to the right. Paving the shoulder on the north side of Topanga Canyon Boulevard starting at the curve just south of Topanga School Road and ending past the library project site will allow southbound through-traffic to move around vehicles stopped to enter the project site.

The traffic mitigation measures, previously described, will permit left turns into and exiting the project site.

9.0 SUMMARY OF FINDINGS

This section summarizes key findings from the traffic study for both existing conditions and 2006 (opening year) conditions for the proposed project.

9.1 EXISTING CONDITIONS

- The only signalized intersection (Topanga Canyon Boulevard/Topanga School Road) in the project area currently operates at level of service (LOS) C during the P.M. peak hour.
- One unsignalized intersection (Topanga Canyon Boulevard/Old Topanga Canyon Road) currently operates at LOS F and the other unsignalized intersection (Topanga Canyon Boulevard/Fernwood Pacific Drive) operates at LOS D during the P.M. peak hour.
- The study two-lane roadway segments currently operate at LOS A (Topanga Boulevard north of Project Site and Old Topanga Canyon Road north of Topanga Canyon Boulevard) and LOS B (Topanga Canyon Boulevard south of Old Topanga Canyon Road intersection) during the P.M. peak hour.
- The peak hour volume warrant for a traffic signal is satisfied at the unsignalized intersection of Topanga Canyon Boulevard and Old Topanga Canyon Road.
- The peak hour volume warrant for a traffic signal is not satisfied at the unsignalized intersection of Topanga Canyon Boulevard and Fernwood Pacific Drive.

9.2 2006 TRAFFIC CONDITIONS

- The only signalized intersection (Topanga Canyon Boulevard/Topanga School Road) in the project area will operate at LOS D both with and without the project during the P.M. peak hour.
- One unsignalized intersection (Topanga Canyon Boulevard/Old Topanga Canyon Road) will operate at LOS F both with and without the project, while the other unsignalized intersection (Topanga Canyon Boulevard/Fernwood Pacific Drive) will operate at LOS D without the project and LOS F with the project.
- The study two-lane roadway segments will operate at LOS A (Topanga Boulevard north of Project Site and Old Topanga Canyon Road north of Topanga Canyon Boulevard) and LOS C (Topanga Canyon Boulevard south of Old Topanga Canyon Road intersection) with and without the project.
- Left turns into and exiting the project site can be allowed with the mitigation measures previously presented in Section 7.0.
- The peak hour volume warrant for a traffic signal is not satisfied at the unsignalized intersection of Topanga Canyon Boulevard and Fernwood Pacific Drive.
- The peak hour volume warrant for a traffic signal is not satisfied at the unsignalized intersection of Topanga Canyon Boulevard and the Project Driveway.

APPENDICES

Appendix A
EXISTING TRAFFIC COUNTS

Appendix B
TRAFFIC SIGNAL WARRANTS

Appendix C
LEVEL OF SERVICE COMPUTATION REPORTS

Appendix C1
LEVEL OF SERVICE COMPUTATION REPORTS
EXISTING CONDITIONS

Appendix C2
LEVEL OF SERVICE COMPUTATION REPORTS
2006 WITHOUT THE PROJECT

Appendix C3
LEVEL OF SERVICE COMPUTATION REPORTS
2006 WITH THE PROJECT

Appendix D
CUMULATIVE PROJECT LIST

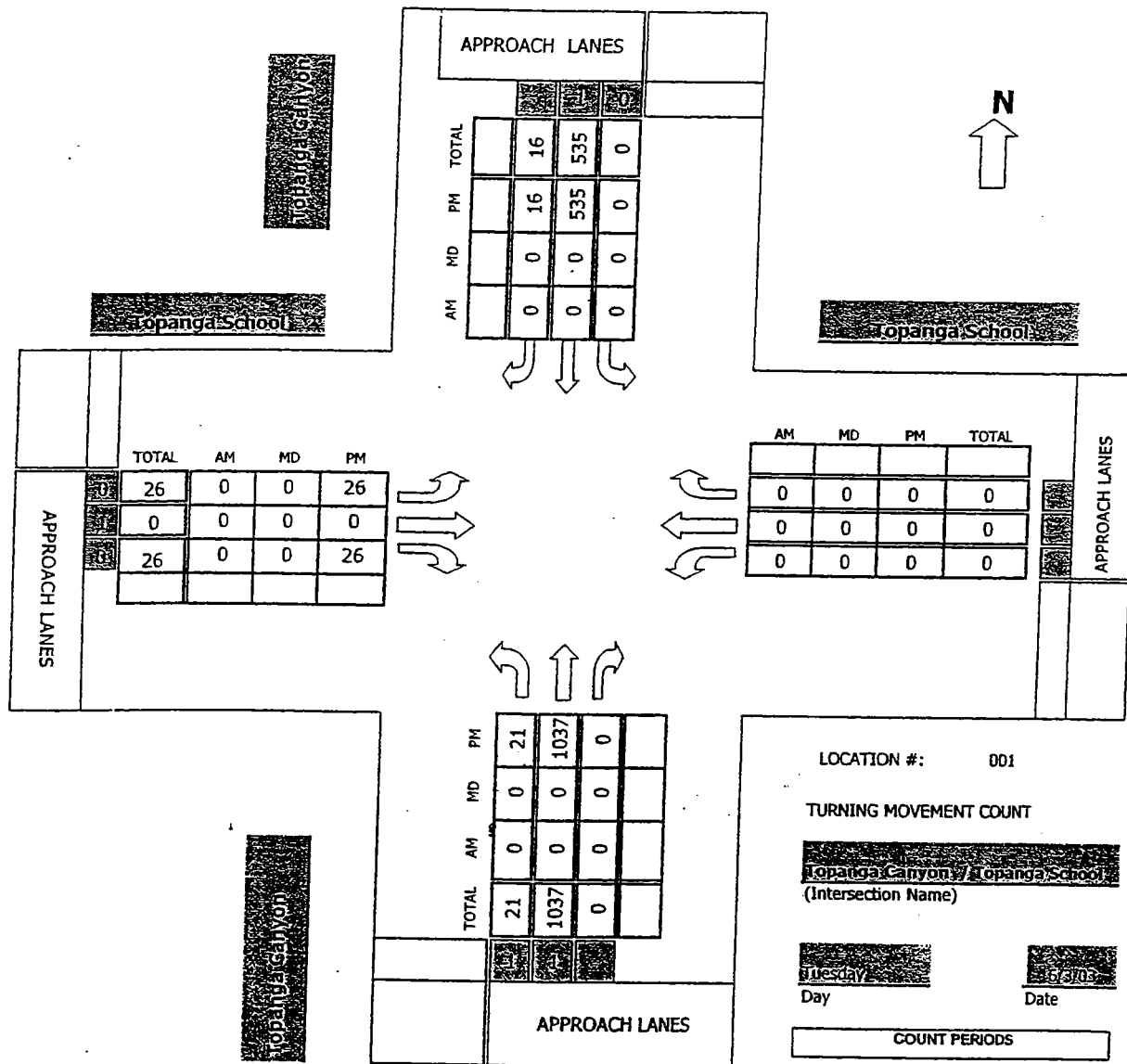
Appendix E
TRAFFIC GAP AND SIGHT LINE CALCULATIONS

Appendix F
GAP ANALYSIS

Appendix A
EXISTING TRAFFIC COUNTS

TMC SUMMARY OF Topanga Canyon / Topanga School

Project #: 03-0911-001



AM PEAK HOUR 0 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Topanga Canyon

DATE: 6/3/2003

LOCATION: Community of Topanga

E-W STREET: Topanga School

DAY: TUESDAY

PROJECT# 03-0911-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR	SL	ST 1	SR 0	EL 0	ET 1	ER 0	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	224			101	3	3		1				332
4:15 PM	5	221			120	7	4		10				367
4:30 PM	0	245			134	5	11		7				402
4:45 PM	4	223			119	6	6		4				362
5:00 PM	1	241			128	5	4		6				385
5:15 PM	8	296			137	3	9		1				454
5:30 PM	6	252			134	5	7		10				414
5:45 PM	6	248			136	3	6		9				408
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	30	1950	0	0	1009	37	50	0	48	0	0	0	3124

PM Peak Hr Begins at: 500 PM

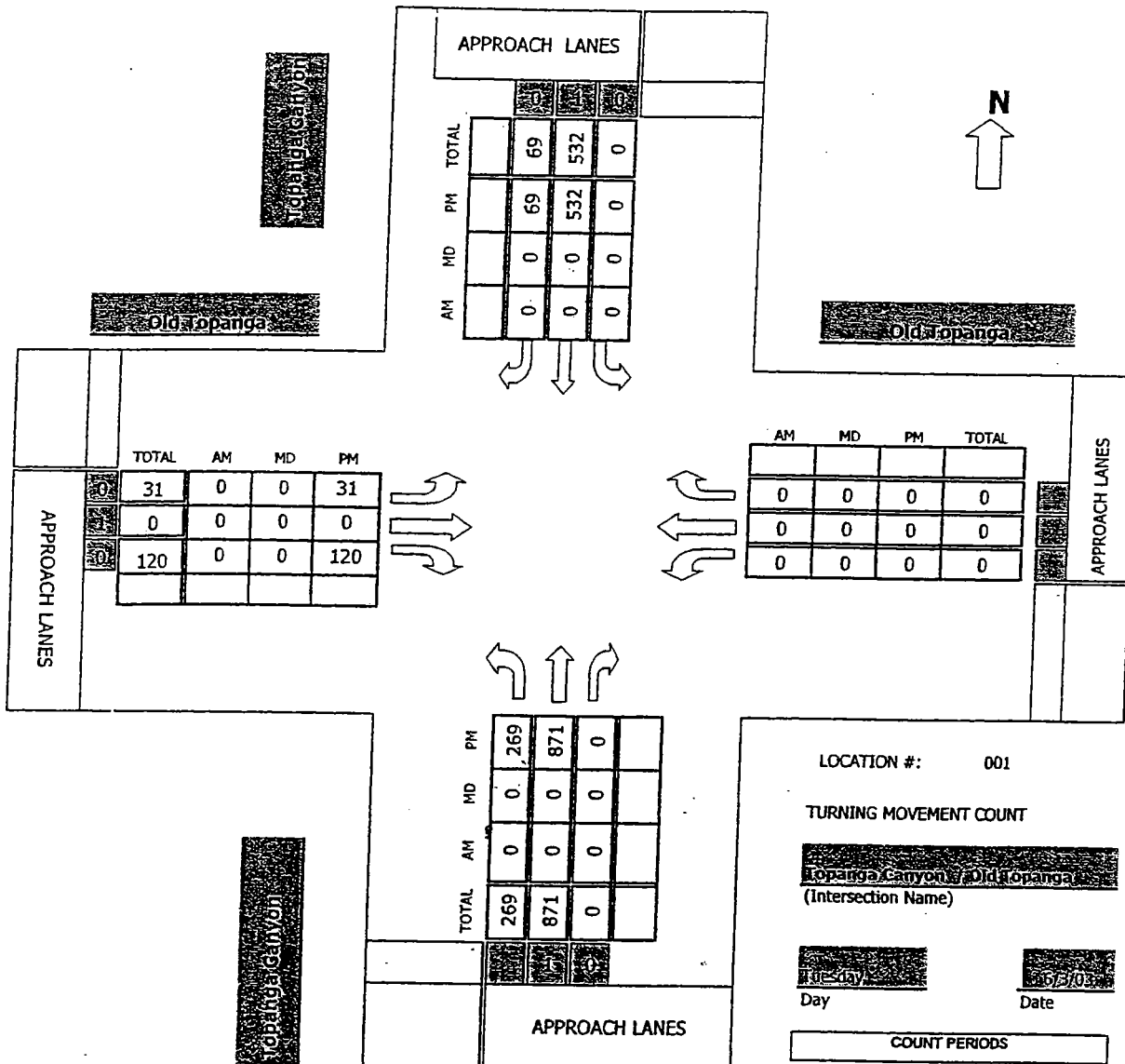
PEAK VOLUMES =	21	1037	0	0	535	16	26	0	26	0	0	0	1661
-------------------	----	------	---	---	-----	----	----	---	----	---	---	---	------

PEAK HR. FACTOR:	0.870			0.984			0.765			0.000			0.915
---------------------	-------	--	--	-------	--	--	-------	--	--	-------	--	--	-------

CONTROL: Signalized;

TMC SUMMARY OF Topanga Canyon / Old Topanga

Project #: 03-0911-002



LOCATION #: 001

TURNING MOVEMENT COUNT

Topanga Canyon / Old Topanga
(Intersection Name)

Day

Date

COUNT PERIODS

am	7:00 AM - 9:00 AM
noon	4:00 PM - 6:00 PM
pm	11:00 AM - 1:00 PM

AM PEAK HOUR 0 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Topanga Canyon

DATE: 6/3/2003

LOCATION: Community of Topanga

E-W STREET: Old Topanga

DAY: TUESDAY

PROJECT# 03-0911-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	100	175			136	20	7		32				470
4:15 PM	87	200			141	30	15		43				516
4:30 PM	46	258			134	11	6		19				474
4:45 PM	36	238			121	8	3		26				432
5:00 PM	40	260			117	5	12		28				462
5:15 PM	57	254			123	5	5		25				469
5:30 PM	41	256			132	5	8		21				463
5:45 PM	39	297			33	12	7		18				406
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	446	1938	0	0	937	96	63	0	212	0	0	0	3692

PM Peak Hr Begins at: 400 PM

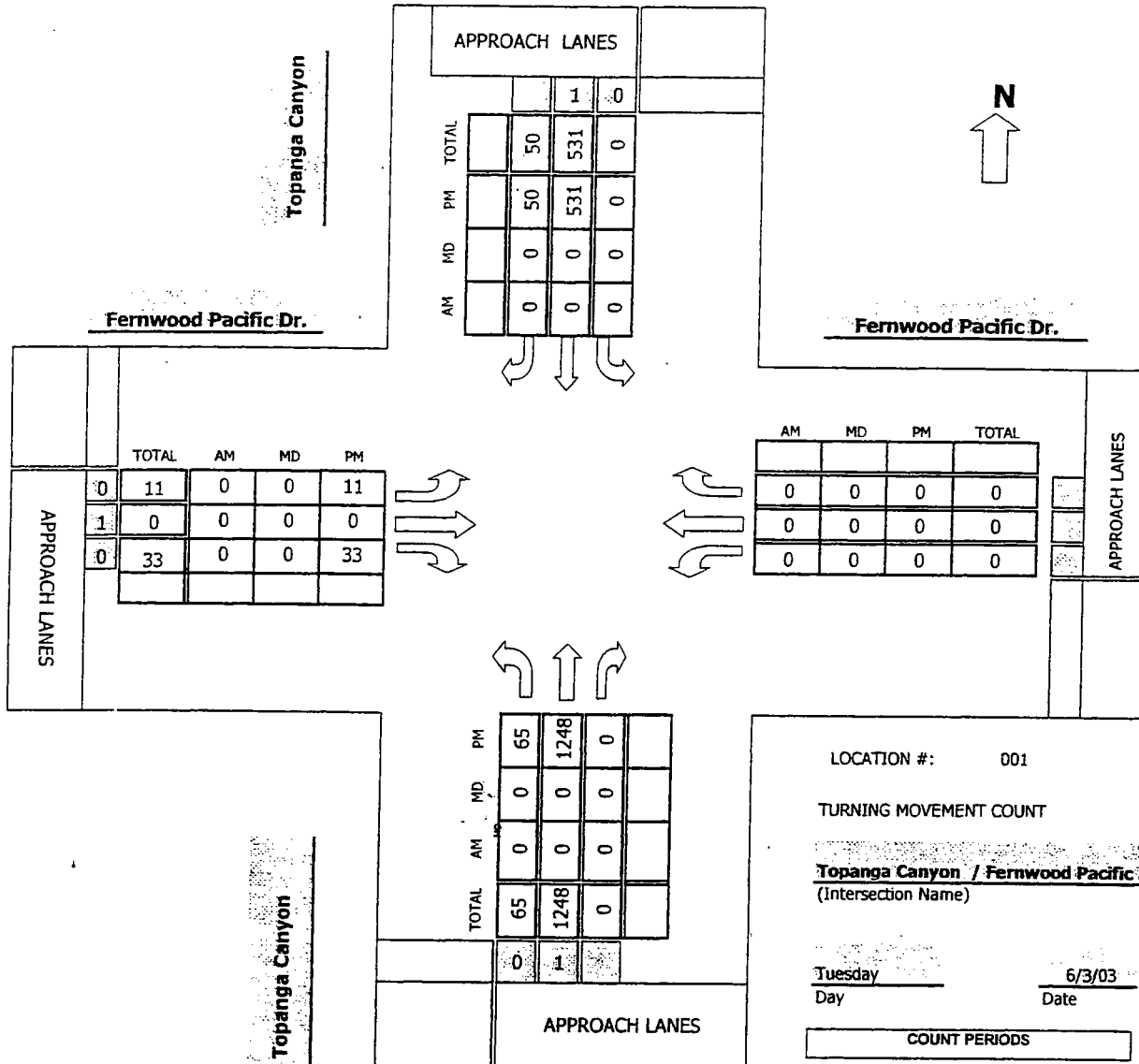
PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	269	871	0	0	532	69	31	0	120	0	0	0	1892

PEAK HR.	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
FACTOR:		0.938			0.879			0.651			0.000		0.917

CONTROL: 1-Way Stop, East

TMC SUMMARY OF Topanga Canyon / Fernwood Pacific Dr.

Project #: 03-0911-003



AM PEAK HOUR 0 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Topanga Canyon

DATE: 6/3/2003

LOCATION: Community of Topanga

E-W STREET: Fernwood Pacific Dr.

DAY: TUESDAY

PROJECT# 03-0911-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR	SL	ST 1	SR 0	EL 0	ET 1	ER 0	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	15	212			104	7	5		10				353
4:15 PM	19	251			100	9	4		13				396
4:30 PM	6	281			129	15	9		5				445
4:45 PM	8	300			159	16	0		5				488
5:00 PM	15	278			118	17	2		8				438
5:15 PM	17	324			130	12	1		6				490
5:30 PM	18	302			136	12	4		11				483
5:45 PM	15	344			147	9	4		8				527
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	113	2292	0	0	1023	97	29	0	66	0	0	0	3620

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	65	1248	0	0	531	50	11	0	33	0	0	0	1938

PEAK HR.													
FACTOR:	0.914			0.931			0.733			0.000			0.919

CONTROL: 1-Way Stop, East

Prepared by: Southland Car Counters

Project #: 03-0912-001

Client Ref #:

Client Ref #:									
AM Period					PM Period				
NB	SB	EB	WB		NB	SB	EB	WB	
12:00-12:15	16	8			12:00-12:15	88	84		
12:15-12:30	9	8			12:15-12:30	92	94		
12:30-12:45	19	4			12:30-12:45	81	91		
12:45-1:00	10	54	7	27	12:45-1:00	93	354	102	371
1:00-1:15	9	3			1:00-1:15	80	82		
1:15-1:30	11	1			1:15-1:30	96	92		
1:30-1:45	9	0			1:30-1:45	104	92		
1:45-2:00	6	35	3	7	1:45-2:00	102	382	78	344
2:00-2:15	5	3			2:00-2:15	115	72		
2:15-2:30	2	0			2:15-2:30	92	101		
2:30-2:45	5	2			2:30-2:45	122	88		
2:45-3:00	5	17	1	6	2:45-3:00	122	451	114	375
3:00-3:15	0	3			3:00-3:15	152	109		
3:15-3:30	2	1			3:15-3:30	139	111		
3:30-3:45	2	2			3:30-3:45	161	103		
3:45-4:00	1	5	1	7	3:45-4:00	249	701	108	431
4:00-4:15	2	2			4:00-4:15	211	144		
4:15-4:30	1	1			4:15-4:30	185	122		
4:30-4:45	2	2			4:30-4:45	247	119		
4:45-5:00	2	7	2	7	4:45-5:00	210	853	128	513
5:00-5:15	4	5			5:00-5:15	200	149		
5:15-5:30	2	5			5:15-5:30	220	147		
5:30-5:45	1	10			5:30-5:45	220	128		
5:45-6:00	3	10	24	44	5:45-6:00	224	864	154	578
6:00-6:15	15	20			6:00-6:15	241	154		
6:15-6:30	8	51			6:15-6:30	239	117		
6:30-6:45	20	81			6:30-6:45	234	108		
6:45-7:00	37	80	133	285	6:45-7:00	207	921	119	498
7:00-7:15	51	184			7:00-7:15	212	85		
7:15-7:30	43	231			7:15-7:30	185	75		
7:30-7:45	63	275			7:30-7:45	153	70		
7:45-8:00	64	221	252	942	7:45-8:00	115	665	56	286
8:00-8:15	125	251			8:00-8:15	103	57		
8:15-8:30	98	264			8:15-8:30	96	42		
8:30-8:45	86	291			8:30-8:45	87	44		
8:45-9:00	74	383	231	1037	8:45-9:00	68	354	39	182
9:00-9:15	81	205			9:00-9:15	44	35		
9:15-9:30	73	204			9:15-9:30	56	42		
9:30-9:45	80	164			9:30-9:45	55	28		
9:45-10:00	69	303	140	713	9:45-10:00	60	215	29	134
10:00-10:15	81	120			10:00-10:15	43	22		
10:15-10:30	57	134			10:15-10:30	41	25		
10:30-10:45	65	113			10:30-10:45	32	19		
10:45-11:00	63	266	93	460	10:45-11:00	37	153	14	80
11:00-11:15	58	88			11:00-11:15	28	9		
11:15-11:30	55	83			11:15-11:30	16	13		
11:30-11:45	66	96			11:30-11:45	28	15		
11:45-12:00	79	258	88	355	11:45-12:00	24	96	11	48
Total Vol.	1639	3890	0	0	5529	6009	3840	0	0
Daily Totals						7648	7730	0	0

Prepared by: Southland Car Counters

Project #: 03-0912-004

Client Ref #:

Daily Totals

Prepared by: Southland Car Counters

Project #: 03-0912-003

Client Ref #:

AM Period					NB	SB	EB	WB	PM Period					NB	SB	EB	WB
12:00-12:15	4				2								12:00-12:15	21	32		
12:15-12:30	5				3								12:15-12:30	26	37		
12:30-12:45	2				2								12:30-12:45	25	41		
12:45-1:00	2	13	3	10					23				12:45-1:00	48	120	37	147
1:00-1:15	5				1								1:00-1:15	36	49		
1:15-1:30	2				3								1:15-1:30	41	42		
1:30-1:45	2				1								1:30-1:45	23	29		
1:45-2:00	0	9	0	5					14				1:45-2:00	38	138	50	170
2:00-2:15	0				1								2:00-2:15	14	27		
2:15-2:30	0				1								2:15-2:30	35	33		
2:30-2:45	1				1								2:30-2:45	31	44		
2:45-3:00	0	1	3	6					7				2:45-3:00	50	130	62	166
3:00-3:15	1				1								3:00-3:15	65	64		
3:15-3:30	0				0								3:15-3:30	51	40		
3:30-3:45	0				0								3:30-3:45	43	59		
3:45-4:00	1	2	0	1					3				3:45-4:00	34	193	52	215
4:00-4:15	2				0								4:00-4:15	45	42		
4:15-4:30	0				0								4:15-4:30	74	39		
4:30-4:45	0				2								4:30-4:45	62	45		
4:45-5:00	1	3	2	4					7				4:45-5:00	63	244	31	157
5:00-5:15	0				1								5:00-5:15	94	37		
5:15-5:30	0				2								5:15-5:30	60	31		
5:30-5:45	2				2								5:30-5:45	66	22		
5:45-6:00	5	7	4	9					16				5:45-6:00	66	286	35	125
6:00-6:15	3				5								6:00-6:15	56	41		
6:15-6:30	3				3								6:15-6:30	50	34		
6:30-6:45	6				10								6:30-6:45	44	31		
6:45-7:00	3	15	20	38					53				6:45-7:00	50	200	35	141
7:00-7:15	17				49								7:00-7:15	41	29		
7:15-7:30	14				59								7:15-7:30	37	18		
7:30-7:45	18				71								7:30-7:45	39	26		
7:45-8:00	41	90	58	237					327				7:45-8:00	35	152	24	97
8:00-8:15	22				59								8:00-8:15	44	26		
8:15-8:30	47				76								8:15-8:30	22	28		

Average Daily Traffic Volumes

Prepared by: Southland Car Counters

Volumes for: Wednesday, June 04, 2003 Community: Topanga

Project #: 03-0912-002

Location: Dwy. to Topanga Canyon Blvd. Project Site

Client Ref #:

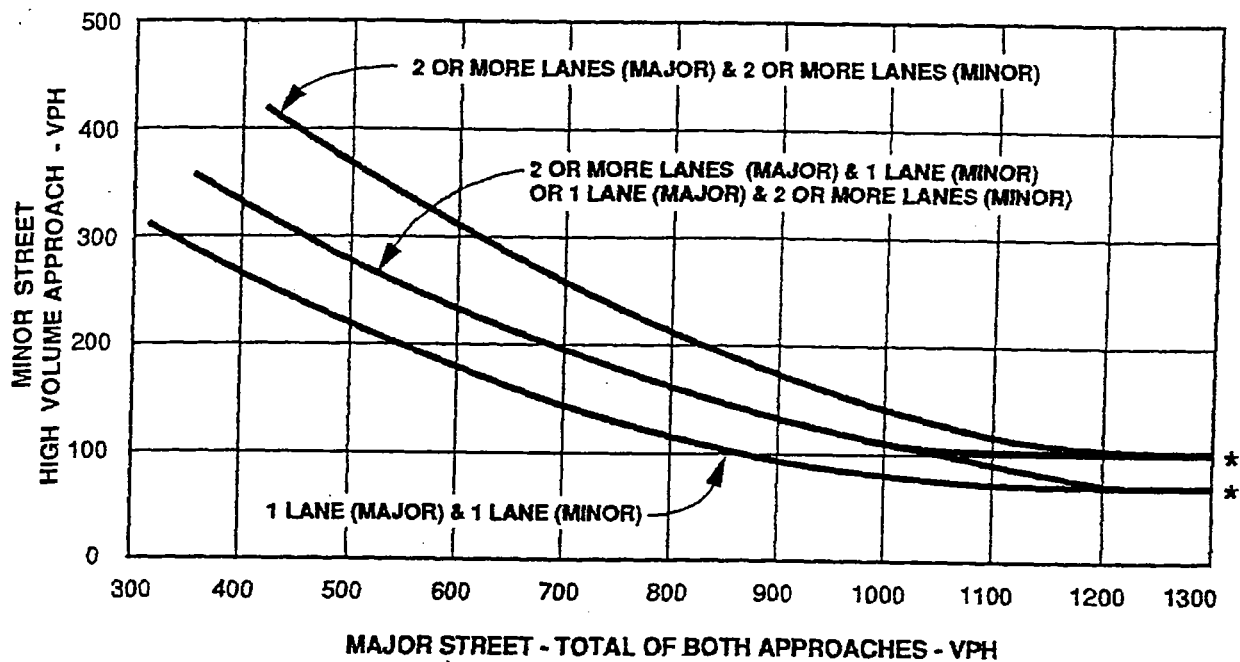
AM Period	IN	OUT	PM Period	IN	OUT
12:00-12:15	1	0	12:00-12:15	0	2
12:15-12:30	0	0	12:15-12:30	0	2
12:30-12:45	0	0	12:30-12:45	2	0
12:45-1:00	0	1	12:45-1:00	0	2
		0		0	4
		0			6
1:00-1:15	0	0	1:00-1:15	0	0
1:15-1:30	0	0	1:15-1:30	0	0
1:30-1:45	0	0	1:30-1:45	2	1
1:45-2:00	0	0	1:45-2:00	0	2
		0		1	4
2:00-2:15	0	0	2:00-2:15	0	0
2:15-2:30	0	0	2:15-2:30	2	3
2:30-2:45	0	0	2:30-2:45	1	0
2:45-3:00	0	0	2:45-3:00	3	6
		0		4	13
3:00-3:15	0	0	3:00-3:15	0	0
3:15-3:30	0	0	3:15-3:30	1	0
3:30-3:45	0	0	3:30-3:45	8	1
3:45-4:00	0	0	3:45-4:00	3	12
		0		0	13
4:00-4:15	0	0	4:00-4:15	0	0
4:15-4:30	0	0	4:15-4:30	5	1
4:30-4:45	0	0	4:30-4:45	0	2
4:45-5:00	0	0	4:45-5:00	0	5
		0		0	8
5:00-5:15	0	0	5:00-5:15	4	0
5:15-5:30	0	0	5:15-5:30	5	0
5:30-5:45	0	0	5:30-5:45	2	0
5:45-6:00	0	0	5:45-6:00	2	13
		0		0	13
6:00-6:15	0	0	6:00-6:15	1	0
6:15-6:30	0	0	6:15-6:30	4	2
6:30-6:45	0	0	6:30-6:45	0	3
6:45-7:00	0	0	6:45-7:00	3	8
		0		2	15
7:00-7:15	0	0	7:00-7:15	2	3
7:15-7:30	0	2	7:15-7:30	2	2
7:30-7:45	11	5	7:30-7:45	0	0
7:45-8:00	0	11	7:45-8:00	5	9
		0		2	16
8:00-8:15	0	0	8:00-8:15	0	2
8:15-8:30	0	0	8:15-8:30	0	0
8:30-8:45	6	0	8:30-8:45	0	0
8:45-9:00	2	8	8:45-9:00	0	0
		1		0	2
		1			2
9:00-9:15	2	4	9:00-9:15	0	0
9:15-9:30	0	3	9:15-9:30	0	2
9:30-9:45	4	3	9:30-9:45	0	0
9:45-10:00	0	6	9:45-10:00	0	0
		0		0	2
		10			2
10:00-10:15	0	1	10:00-10:15	3	1
10:15-10:30	0	0	10:15-10:30	0	0
10:30-10:45	3	0	10:30-10:45	0	0
10:45-11:00	0	3	10:45-11:00	0	3
		0		0	4
		1			4
11:00-11:15	0	0	11:00-11:15	0	3
11:15-11:30	3	2	11:15-11:30	0	0
11:30-11:45	0	2	11:30-11:45	0	0
11:45-12:00	1	4	11:45-12:00	0	0
		1		0	3
		5			3
					9
Total Vol.	33	24	0	0	57
Daily Totals				93	63
				0	0
				0	156

Appendix B
TRAFFIC SIGNAL WARRANTS

**Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)**

Existing Conditions

Intersection: Topanga Canyon Boulevard and Old Topanga Canyon Road



*** NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Major Street: (Topanga Canyon Boulevard)

Sum of Both Approaches: = 69 (SBR) + 532 (SBT) + 269 (NBL) + 871 (NBT) = 1,741 VPH

Minor Street: (Old Topanga Canyon Road)

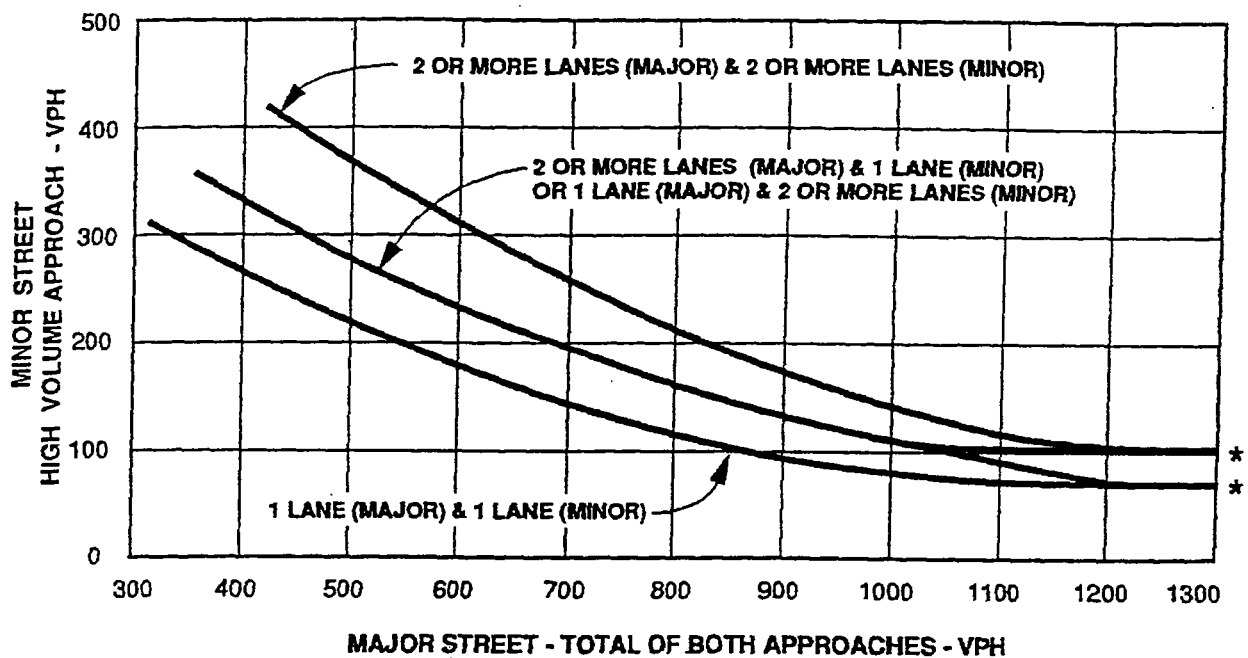
High Volume Approach: = 31 (EBL) + 120 (EBR) = 151 VPH

Peak Hour Volume Warrant is Satisfied.

**Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)**

Existing Conditions

Intersection: Topanga Canyon Boulevard and Fernwood Pacific Drive



*** NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Major Street: (Topanga Canyon Boulevard)

Sum of Both Approaches: = 50 (SBR) + 531 (SBT) + 65 (NBL) + 1,248 (NBT) = 1,894 VPH

Minor Street: (Fernwood Pacific Drive)

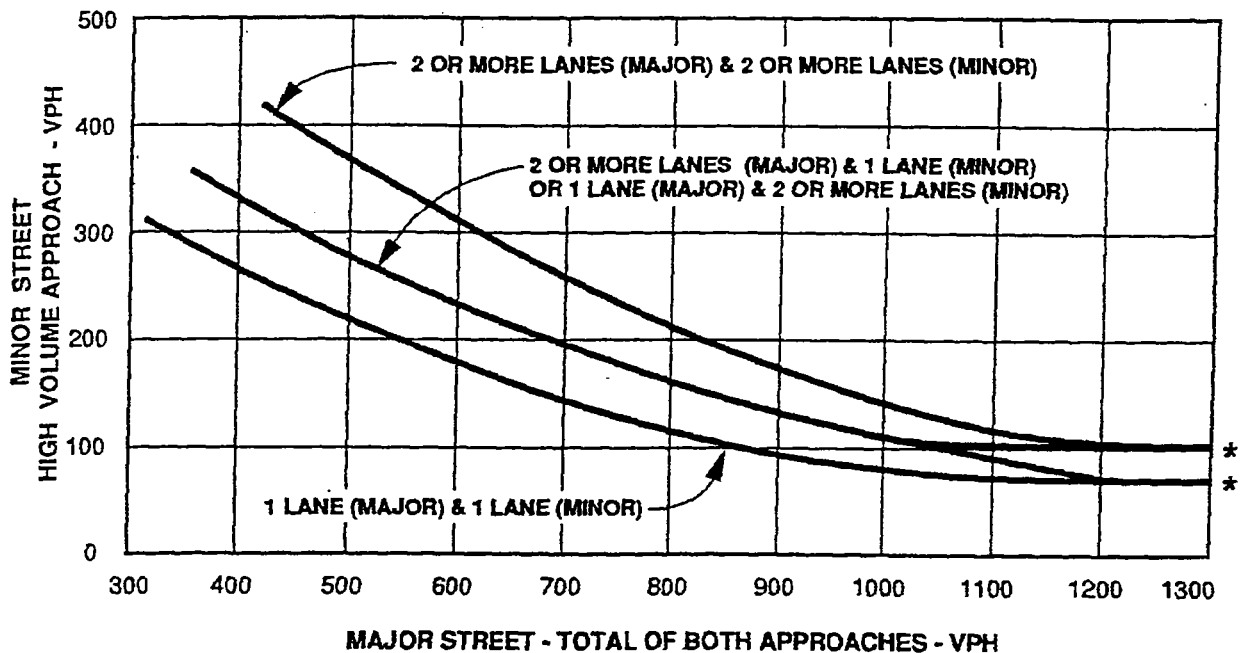
High Volume Approach: = 11 (EBL) + 33 (EBR) = 44 VPH

Peak Hour Volume Warrant is Not Satisfied.

**Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)**

Opening Year (2006) with Project Traffic

Intersection: Topanga Canyon Boulevard and Fernwood Pacific Drive



*** NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Major Street: (Topanga Canyon Boulevard)

Sum of Both Approaches: = 74 (SBR) + 516 (SBT) + 68 (NBL) + 1,313 (NBT) = 2,016 VPH

Minor Street: (Fernwood Pacific Drive)

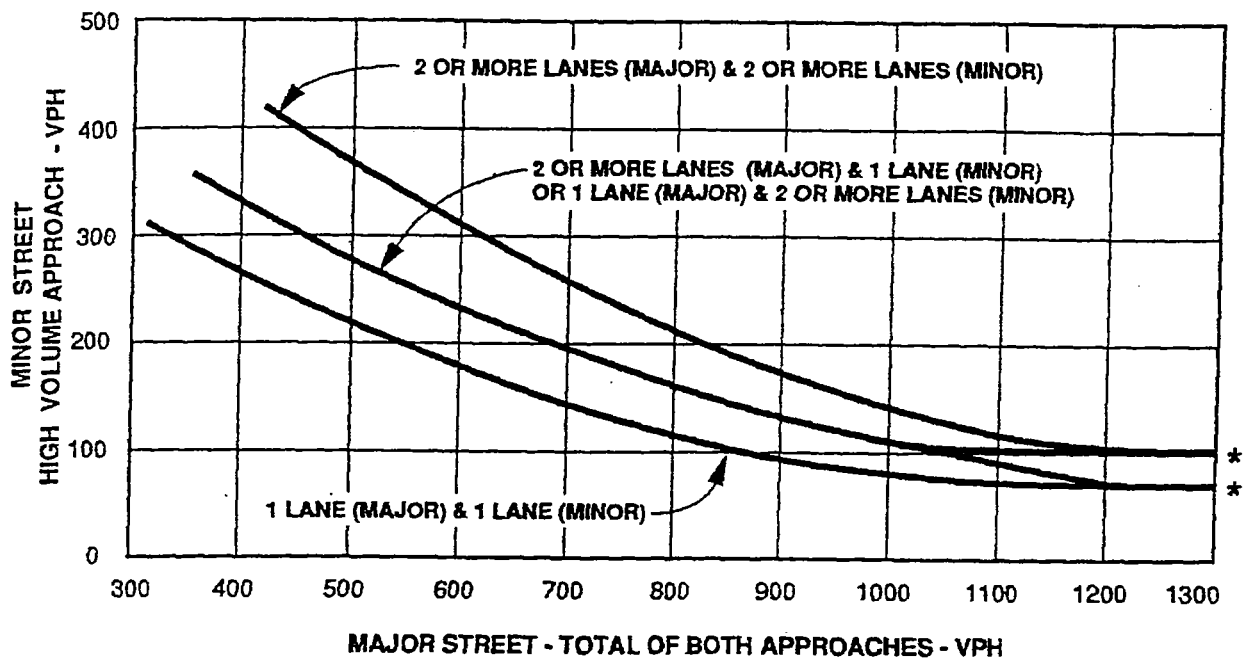
High Volume Approach: = 33 (EBL) + 35 (EBR) = 68 VPH

Peak Hour Volume Warrant is Not Satisfied.

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2006) with Project Traffic

Intersection: Topanga Canyon Boulevard and Project Driveway



*** NOTE:**

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Major Street: (Topanga Canyon Boulevard)

Sum of Both Approaches: = 1,800 VPH

Minor Street: (Project Driveway)

High Volume Approach: = 33 (SBL) + 11 (NBR) = 44 VPH

Peak Hour Volume Warrant is Not Satisfied.

Appendix C
LEVEL OF SERVICE COMPUTATION REPORTS

Appendix C1
LEVEL OF SERVICE COMPUTATION REPORTS
EXISTING CONDITIONS

Topanga Library - Traffic Impact Study
Existing Conditions PM
Prepared by: P&D Consultants

Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Topanga Canyon Blvd. and Topanga School Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	21	1037	0	0	535	16	26	0	26	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1037	0	0	535	16	26	0	26	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1037	0	0	535	16	26	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1037	0	0	535	16	26	0	26	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	1037	0	0	535	16	26	0	26	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	1600	1600	0	0	1554	46	800	0	800	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.65	0.00	0.00	0.34	0.34	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****					****			

Topanga Library - Traffic Impact Study
Existing Conditions_PM
Prepared by: P&D Consultants

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd. and Old Topanga Canyon Rd.

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 269 871 0 0 532 69 31 0 120 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 269 871 0 0 532 69 31 0 120 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 269 871 0 0 532 69 31 0 120 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 269 871 0 0 532 69 31 0 120 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 601 xxxxx xxxxx xxxxx xxxxx xxxxx 1976 xxxxx 567 xxxxx xxxxx xxxxx
Potent Cap.: 986 xxxxx xxxxx xxxxx xxxxx xxxxx 69 xxxxx 527 xxxxx xxxxx xxxxx
Move Cap.: 986 xxxxx xxxxx xxxxx xxxxx xxxxx 55 xxxxx 527 xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del: 10.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: B * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 190 xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 72.5 xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 72.5 xxxxxx
ApproachLOS: * * * * *

Topanga Library - Traffic Impact Study
Existing Conditions_PM
Prepared by: P&D Consultants

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Topanga Canyon Blvd. and Fernwood Pacific Dr.

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	65	1248	0	0	531	50	11	0	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1248	0	0	531	50	11	0	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1248	0	0	531	50	11	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	65	1248	0	0	531	50	11	0	33	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	581	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1934	xxxx	556	xxxx	xxxxxx	xxxxxx
Potent Cap.:	1003	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	73	xxxx	534	xxxx	xxxxxx	xxxxxx
Move Cap.:	1003	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	70	xxxx	534	xxxx	xxxxxx	xxxxxx

Level Of Service Module:

Stopped Del:	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	200	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	28.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			28.0			xxxxxx		
ApproachLOS:	*			*			D			*		

Topanga Library - Traffic Impact Study
2006 Without Project_PM
Prepared by: P&D Consultants

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd. and Old Topanga Canyon Rd.

Average Delay (sec/veh): 10.4 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	269	871	0	0	532	69	31	0	120	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	282	915	0	0	559	72	33	0	126	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	915	0	0	559	72	33	0	126	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	282	915	0	0	559	72	33	0	126	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	631	xxxx	xxxxx	xxxx	xxxx	xxxxx	2074	xxxx	595	xxxx	xxxx	xxxxx
Potent Cap.:	961	xxxx	xxxxx	xxxx	xxxx	xxxxx	60	xxxx	508	xxxx	xxxx	xxxxx
Move Cap.:	961	xxxx	xxxxx	xxxx	xxxx	xxxxx	46	xxxx	508	xxxx	xxxx	xxxxx

Level Of Service Module:

Stopped Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	167	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	112	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			112.4		xxxxxx			
ApproachLOS:	*			*			F		*			

Appendix C2
LEVEL OF SERVICE COMPUTATION REPORTS
2006 WITHOUT THE PROJECT

Topanga Library - Traffic Impact Study
2006 Without Project_PM
Prepared by: P&D Consultants

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Topanga Canyon Blvd. and Topanga School Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	21	1037	0	0	535	16	26	0	26	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	22	1089	0	0	562	17	27	0	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1089	0	0	562	17	27	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1089	0	0	562	17	27	0	27	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	1089	0	0	562	17	27	0	27	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	1600	1600	0	0	1554	46	800	0	800	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.68	0.00	0.00	0.36	0.36	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					

Topanga Library - Traffic Impact Study

2006 Without Project_PM

Prepared by: P&D Consultants

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Topanga Canyon Blvd. and Fernwood Pacific Dr.
*****Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	65	1248	0	0	531	50	11	0	33	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	68	1310	0	0	558	53	12	0	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1310	0	0	558	53	12	0	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	68	1310	0	0	558	53	12	0	35	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	610	xxxx	xxxxx	xxxx	xxxx	xxxxx	2031	xxxx	584	xxxx	xxxx	xxxxx
Potent Cap.:	979	xxxx	xxxxx	xxxx	xxxx	xxxxx	64	xxxx	515	xxxx	xxxx	xxxxx
Move Cap.:	979	xxxx	xxxxx	xxxx	xxxx	xxxxx	60	xxxx	515	xxxx	xxxx	xxxxx

Level Of Service Module:

Stopped Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	178	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			32.1			xxxxxx			xxxxxx	
ApproachLOS:	*	*			D			*			*	

Appendix C3
LEVEL OF SERVICE COMPUTATION REPORTS
2006 WITH THE PROJECT

Topanga Library - Traffic Impact Study
2006 WITH Project_PM
Prepared by: P&D Consultants

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Topanga Canyon Blvd. and Topanga School Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.821
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	21	1037	0	0	535	16	26	0	26	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	22	1088	0	0	561	17	27	0	27	0	0	0
Added Vol:	0	11	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1099	0	0	571	17	27	0	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1099	0	0	571	17	27	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1099	0	0	571	17	27	0	27	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	1099	0	0	571	17	27	0	27	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.97	0.03	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	1600	1600	0	0	1554	46	800	0	800	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.69	0.00	0.00	0.37	0.37	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****					****			

Topanga Library - Traffic Impact Study
2006 WITH Project_PM
Prepared by: P&D Consultants

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd. and Old Topanga Canyon Rd.

Average Delay (sec/veh): 16.5 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	269	871	0	0	532	69	31	0	120	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	282	914	0	0	558	72	33	0	126	0	0	0
Added Vol:	0	25	0	0	26	7	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	939	0	0	584	79	39	0	126	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	939	0	0	584	79	39	0	126	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	282	939	0	0	584	79	39	0	126	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	6.2	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	663	xxxx	xxxx	xxxx	xxxx	xxxx	2126	xxxx	624	xxxx	xxxx	xxxx
Potent Cap.:	935	xxxx	xxxx	xxxx	xxxx	xxxx	56	xxxx	489	xxxx	xxxx	xxxx
Move Cap.:	935	xxxx	xxxx	xxxx	xxxx	xxxx	43	xxxx	489	xxxx	xxxx	xxxx

Level Of Service Module:

Stopped Del:	10.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	141	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	188	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			187.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Topanga Library - Traffic Impact Study
2006 WITH Project_PM
Prepared by: P&D Consultants

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Topanga Canyon Blvd. and Fernwood Pacific Dr.

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	65	1248	0	0	531	50	11	0	33	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	68	1309	0	0	557	52	12	0	35	0	0	0
Added Vol:	0	4	0	0	4	22	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1313	0	0	561	74	33	0	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1313	0	0	561	74	33	0	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	1	0	0	0	0	0
Final Vol.:	68	1313	0	0	561	74	32	0	35	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	635	xxxx	xxxxx	xxxx	xxxx	xxxxx	2047	xxxx	598	xxxx	xxxx	xxxxx
Potent Cap.:	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	62	xxxx	506	xxxx	xxxx	xxxxx
Move Cap.:	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	59	xxxx	506	xxxx	xxxx	xxxxx

Level Of Service Module:

Stopped Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	109	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	79.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			79.0		xxxxxx			
ApproachLOS:	*			*			F		*			*

Appendix D
CUMULATIVE PROJECT LIST

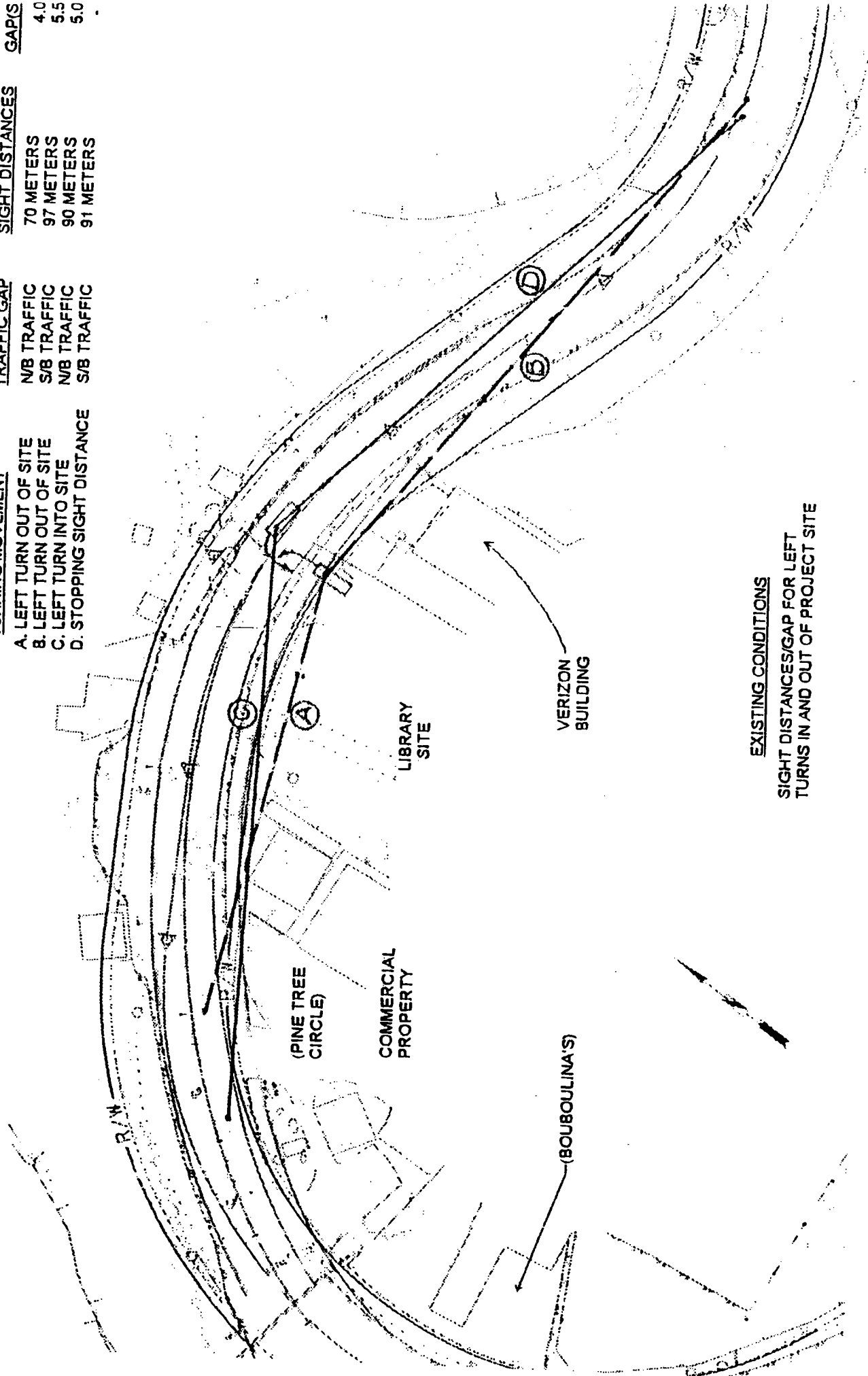
Cumulative Project List - Topanga Library Project

Project	Case No.	Location	Description	Filed Date	Status Date	Status	Acres	Units	Note
00-64	CP00-64	1550 Henry Ridge Mtwy, Topanga	SFR Caretaker's Unit and Second Unit	3/29/2000	2/26/2003	Approved	28	2	
01-200	CP01-200	1732 Topanga Skyline Drive	Second Unit for SF Residence	8/23/2001	12/17/2002	Approved	4.9	1	
02-126	CP01-126	21900 Saddle Peak Road, Malibu Coast Zone	Second Unit Residence	5/28/2002	4/16/2003	Approved		1	
Other Projects (may not generate traffic)									
Project	Case No.	Location	Description	Filed Date	Status Date	Status	Acres	Units	Note
02-084	CP02-084	1100 Block of Old Topanga Canyon Road	Install of Wireless Telecommunication Fac.	3/28/2002		Pending			
02-137	CP02-137	600 Block of N. Old Topanga Canyon Rd.	Install of Wireless Telecommunication Fac.	5/30/2002		Pending			
02-142	CP02-142	3504 1/2 Topanga Canyon Blvd. (ROW)	Wireless "Microcell" Facility	6/6/2002		Pending			
02-143	CP02-143	240 1/2 Topanga Canyon Blvd. (ROW)	Wireless "Microcell" Facility	6/6/2002		Pending			
02-144	CP02-144	581 1/2 Topanga Canyon Blvd. (ROW)	Wireless "Microcell" Facility	6/6/2002		Pending			
02-145	CP02-145	801 1/2 Topanga Canyon Blvd. (ROW)	Wireless "Microcell" Facility	6/6/2002		Pending			
02-146	CP02-146	1273 1/2 Topanga Canyon Blvd. (ROW)	Wireless "Microcell" Facility	6/6/2002		Pending			
02-147	CP02-147	1491 1/2 Topanga Canyon Blvd. (ROW)	Wireless "Microcell" Facility	6/6/2002		Pending			
02-148	CP02-148	2501 1/2 Topanga Canyon Blvd. (ROW)	Wireless "Microcell" Facility	6/6/2002		Pending			
01-088	LP01-088	San. Monica Mnts. N. of Coastal Zone Bound.	San. Monica Mnts. North Area Plan Amend.	5/21/2001	10/23/2001	Adopted			Case: ZC01-088

Appendix E
TRAFFIC GAP AND SIGHT LINE CALCULATIONS

EXISTING CONDITIONS

TURNING MOVEMENT	TRAFFIC GAP	SIGHT DISTANCES	GAP(S)
A. LEFT TURN OUT OF SITE	N/B TRAFFIC	70 METERS	4.0
B. LEFT TURN OUT OF SITE	S/B TRAFFIC	97 METERS	5.5
C. LEFT TURN INTO SITE	N/B TRAFFIC	90 METERS	5.0
D. STOPPING SIGHT DISTANCE	S/B TRAFFIC	91 METERS	



EXISTING CONDITIONS
SIGHT DISTANCES/GAP FOR LEFT
TURNS IN AND OUT OF PROJECT SITE

Appendix F
GAP ANALYSIS

03-1193-001

N-S BOUND COMBINED									
SECONDS	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	TOTAL
0-2		183	192	172	209	206	236	236	1434
2-4		81	57	61	66	58	50	37	410
4-6		27	34	21	17	25	14	20	158
6-8		11	12	13	8	7	7	10	68
8-10		12	10	4	6	6	1	5	44
10-12		4	5	4	3	1	5	2	24
12-14		4	3	2	1	1	2	2	15
14-16		2	2	1	1	2		1	9
16-18		1	0	1	1			1	4
18-20		0	1		1			0	2
20-22		0	0		1			0	1
22-24		1	1					1	3
24-26						1	1	0	2
26-28							1	0	1
28-30							1	1	2
30-32							1		1

GAP STUDY

Topanga Cyn N/O Old Topanga Cyn

7/24/2003

03-1193-001

N-BOUND ONLY												
Mid (Sec.)	SECONDS	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	TOTAL	Sum: 4:30 to 5:15 P.M.	Weighted Average
1	0-2	105	117	116	130	144	175	143		930	507	507
3	2-4	68	44	53	58	48	39	33		343	203	3.093074
5	4-6	20	29	17	19	29	10	11		135	94	609
7	6-8	10	15	12	9	7	7	9		69	43	470
9	8-10	11	8	7	5	7	3	9		50	27	301
11	10-12	5	7	4	2	6	7	6		37	19	243
13	12-14	4	1	5	0	0	3	2		15	6	209
15	14-16	3	1	1	5	4	2	1		17	11	78
17	16-18	3	2	1	2	0	0	2		10	5	165
19	18-20	0	0	0	1	0	0	1		2	1	85
21	20-22	0	1	1	4	0	0	1		7	6	19
23	22-24	0	1	1	1	0	1	1		5	6	126
	24-26	0	0	1	0	2	0	0		3	3	46
	26-28	0	0	0	0	0	1	0		1	0	
	28-30	1	0	1	0	0	0	0		2	2	
	30-32	0	0	0	0	0	1	0		1	0	
	36					1				1		
	38								1	1		
	49			1						1		
	58							1		1		
	60								1	1		
	61								1	1		

N-S BOUND COMBINED												
Mid (Sec.)	SECONDS	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	TOTAL	Sum: 4:30 to 5:15 P.M.	Weighted Average
1	0-2	183	192	172	209	206	236	236		1434	779	779
3	2-4	81	57	61	66	58	50	37		410	242	2.421053
5	4-6	27	34	21	17	25	14	20		158	97	726
7	6-8	11	12	13	8	7	7	10		68	40	485
9	8-10	12	10	4	6	6	1	5		44	26	280
11	10-12	4	5	4	3	1	5	2		24	13	234
13	12-14	4	3	2	1	1	2	2		15	7	143
15	14-16	2	2	1	1	2		1		9	6	91
17	16-18	1	0	1	1			1		4	2	90
19	18-20	0	1		1			0		2	2	34
21	20-22	0	0		1			0		2	2	38
23	22-24	0	0					0		1	1	21
	24-26					1	1	0		2	#VALUE!	23
	26-28						1	0		1	0	
	28-30						1	1		2	0	
	30-32						1			1	0	

FIGURE 6.3-2
OBSERVED GAPS
NORTHBOUND & SOUTHBOUND DIRECTIONS COMBINED
4:30 P.M. - 5:30 P.M.

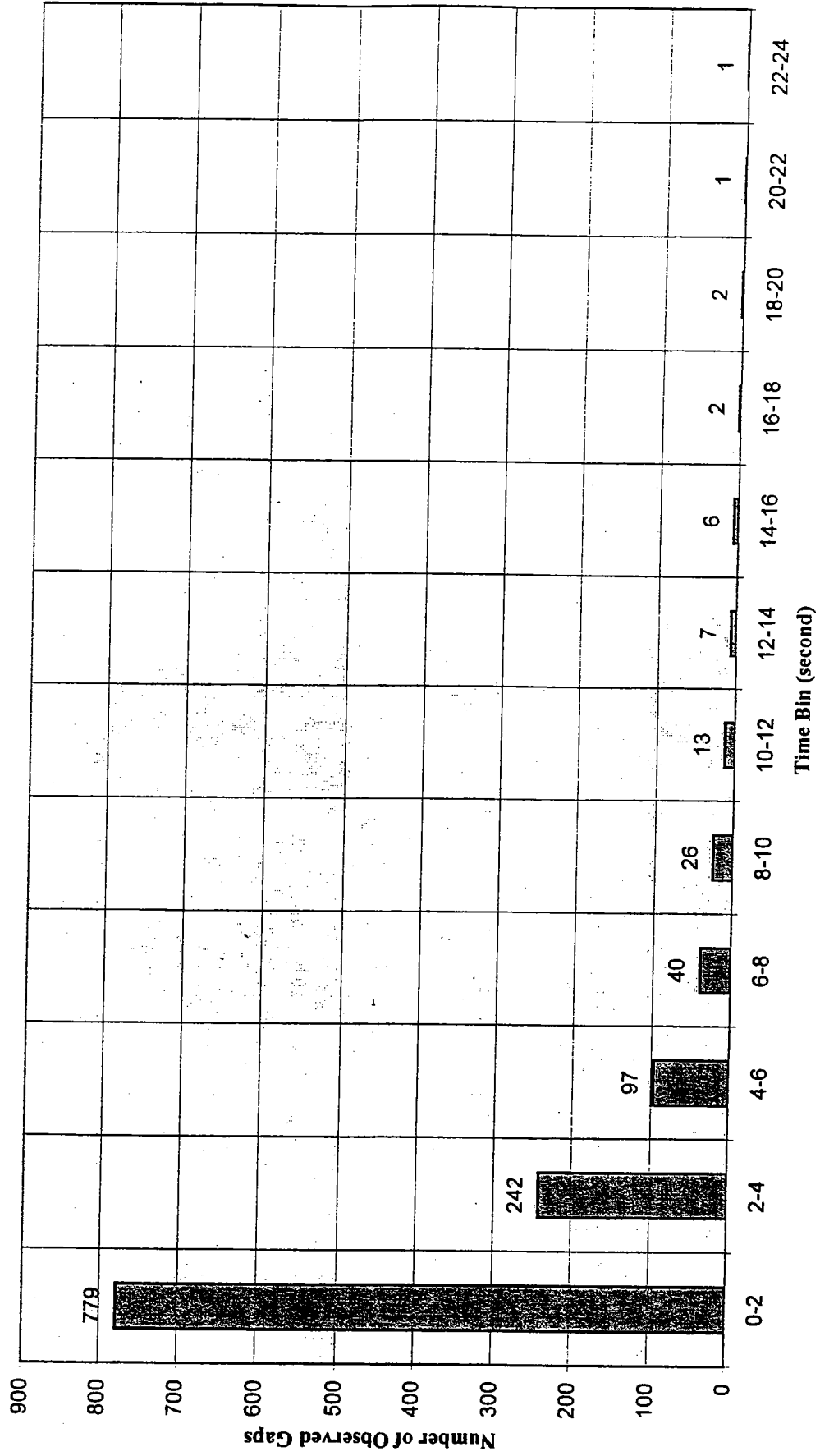
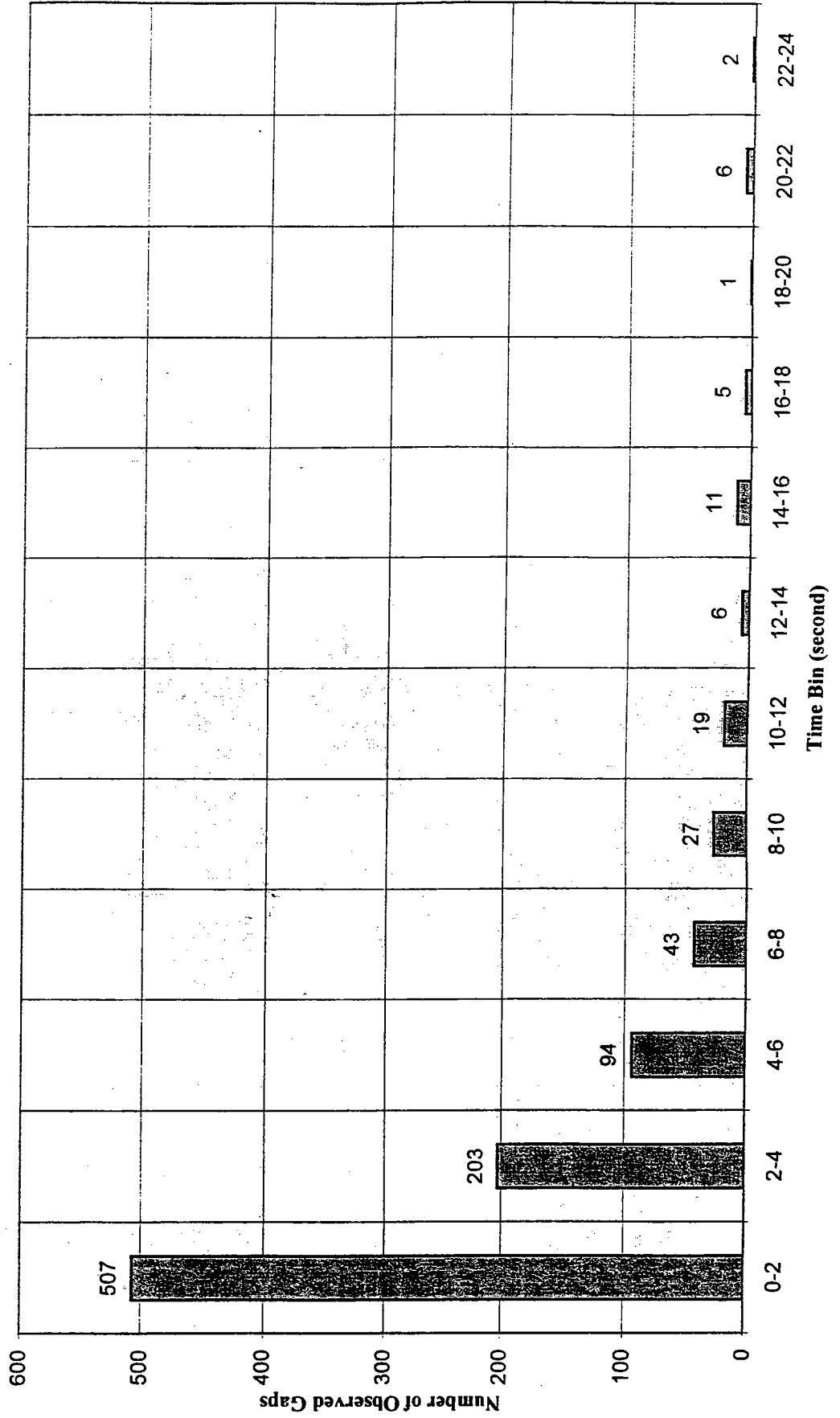


FIGURE 6.3-1
OBSERVED GAPS
NORTHBOUND DIRECTION ONLY
4:30 P.M. - 5:30 P.M.



ATTACHMENT B

ENVIRONMENTAL MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL MITIGATION MONITORING AND REPORTING PROGRAM

Topanga Library Project

Project Files May Be Reviewed at:

County of Los Angeles Department of Public Works
Project Management Division I
900 South Fremont Avenue, 5th Floor
Alhambra, CA 91803-1331

Environmental Mitigation Monitoring and Reporting Program for the Topanga Library Project

Section 1: Authority

This Environmental Mitigation Monitoring and Reporting Program has been prepared pursuant to Section 21081.6 of the California Environmental Quality Act, known as CEQA (Public Resources Code Section 21000 et seq.), to provide for the monitoring of mitigation measures required of the Topanga Library Project, as set forth in the Mitigated Negative Declaration (MND) prepared for the project. This report will be kept on file in the office of the Los Angeles County Department of Public Works, 900 South Fremont Avenue, Alhambra, CA 91803-1331.

Section 2: Monitoring Schedule

Los Angeles County Department of Public Works staff will monitor compliance with the provisions of this program. Los Angeles County Department of Public Works staff will prepare or cause to be prepared reports identifying compliance with mitigation measures identified in this program. Such reports may consist of, as appropriate, annual project monitoring reports submitted to the Director of Public Works.

Section 3: Changes to Mitigation Measures

Any substantive change made to the monitoring and reporting program shall be reported in writing to the County of Los Angeles Director of Public Works, and referenced in the Environmental Mitigation Monitoring Report. Modifications to the mitigation measures may be made and approved by the County of Los Angeles Department of Public Works subject to one of the following findings, documented by evidence included in the record:

- a. The mitigation measure included in the MND and the Mitigation Monitoring and Reporting Program is no longer required because the significant environmental impact identified in the MND has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

- b. The modified or substitute mitigation measures to be included in the Mitigation Monitoring and Reporting Program provide a level of environmental protection equal to or greater than those afforded by the mitigation measures included in the MND and the Mitigation Monitoring and Reporting Program; and

The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the County of Los Angeles in its decisions on the MND and the proposed project; and

The modified or substitute mitigation measures are feasible, and the County, through measures included in the Mitigation Monitoring and Reporting Program or other procedures, can ensure their implementation.

Section 4: Supporting Documentation

Findings and related documentation supporting the findings involving modifications to mitigation measures will be maintained in the project file with the Mitigation Monitoring and Reporting Program and will be made available to the public upon request.

Section 5: Mitigation Monitoring Matrix

The following matrix identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the time frame for monitoring, and the responsible monitoring agencies.

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
Air Quality			
Although peak air pollutant emissions from construction activities will be below the SCAQMD threshold amounts, the Topanga Elementary School is within one-quarter mile of the project site. Therefore, the following mitigation measures will be implemented:	1. Exposed soils will be watered at least twice daily to reduce dust.	During construction	Department of Public Works
	2. If soil is tracked off the project site by construction vehicles onto adjacent streets, the project contractor will sweep the streets on an as-needed basis to eliminate soil tracked onto the roadway.	During construction	Department of Public Works
Archaeological Resources			
The results of the Phase 1 Archaeological Study yielded no visible archaeological resources within the project site. However, given that three significant prehistoric, archaeological resources are located within a few hundred feet of the site to the north, east, and west, the potential for the project site to contain buried resources remains.	3. A qualified archaeologist (from the Los Angeles County Department of Regional Planning cultural consultant referral list) will be present on the site to monitor excavation of the upper three (3) feet of soil within the project site to ensure that no buried heritage resources are inadvertently destroyed by construction activities.	During construction	Department of Public Works
	4. If cultural resources, which may include artifacts, shell, bone features, altered soils, foundations, trash pits, and privies, etc., are encountered during construction, work will cease and notes, photographs, and measurements will be taken of the finds. If the finds are determined to be prehistoric, the County and the Native American Heritage Commission will be contacted to identify the appropriate action to direct further development activities, and such identified action will be implemented by the County.	During construction	Department of Public Works
	5. If human remains are discovered, then the procedures described in Section 7050.5 of the California Health and Safety Code will be followed. These procedures require notification of the County Coroner. If the County Coroner determines that the discovered remains are those of Native American ancestry, then the Native American Heritage Commission will be notified by phone within 24 hours, as detailed in Sections 5097.94 and 5097.98 of the Public Resources Code.	During construction	Department of Public Works

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
Biological Resources			
<p>The trees on the site, including oak trees, will be removed to accommodate the library facility and comply with the fuel modification zone requirements since the site is located within a high fire hazard zone. Other trees, including sycamore and pine trees within the site and along the segment of Topanga Canyon Boulevard adjacent to the site, will either be pruned or removed to improve line-of-sight distances. In addition, Topanga Creek is located within 200 feet west of the project site. Oak trees are protected by the County Oak Tree Ordinance and the Coastal Commission policies, and thus, the following mitigation measures will be implemented to reduce the project's potential impact to oaks and other trees, and to protect Topanga Creek:</p>	6. Existing on-site trees will be incorporated into the landscaping of the site to the extent practicable within the parameters of the site's size and the library facility design needs.	Prior to and during construction	County of Los Angeles Department of Public Works
	7. If incorporation of the on-site existing oak trees with an 8-inch diameter or larger into the site landscaping is not practical, one ordinance size oak tree and one near ordinance size oak tree with a 7.3-inch diameter will be replaced at a ratio of no less than 3:1 (three replacement trees to one removed tree), as recommended by the arborist and concurred with by the County Forester.	Prior to and during construction	County of Los Angeles Department of Public Works
	8. Replace the ordinance size oak tree adjacent to the site to the southwest that will be removed to improve motorist's sight distance entering and exiting the project site at a ratio of no less than 3:1, as recommended by the arborist and concurred with by the County Forester.	Prior to and during construction	County of Los Angeles Department of Public Works
	9. The septic system serving the library will be designed and constructed in accordance with Los Angeles County Health Department Standards and regularly maintained and inspected to ensure that the system does not back up, leak, or generate the potential for runoff into Topanga Creek.	Prior to and during construction	County of Los Angeles Department of Public Works/County of Los Angeles Department of Health Services

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
	<p>10. If project activities are planned to occur during the breeding season (generally between March 1 and August 31), beginning 30 days prior to the disturbance of suitable nesting habitat the County of Los Angeles Department of Public Works will arrange for a qualified biologist to conduct weekly bird surveys to detect any unprotected native birds in the habitat to be removed and any other such habitat within 300 feet (as property access allows) of the construction work area or within 500 feet of raptors nests. The last survey will be conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (500 feet of raptor nesting habitat) will be delayed until August 31, or surveys will be continued in order to locate nests. If an active nest is located, clearing and construction within 300 feet of the nest (500 feet of raptor nests) will be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest will be established with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The County of Los Angeles Department of Public Works will record the results of the recommended protective measures to document compliance with applicable State and federal laws pertaining to the protection of native birds.</p>	Prior to and during construction	County of Los Angeles Department of Public Works
<p>Noise</p> <p>Since the library will be located within 100 to 200 feet of existing residences, the following measures will be implemented to minimize short-term intermittent noise associated with construction of the project.</p>	<p>11. A temporary 6-foot-tall wooden fence or similar barrier will be provided along the boundaries of the site to protect nearby uses from noise during construction.</p> <p>12. Muffled construction equipment will be used whenever possible.</p>	During construction	County of Los Angeles Department of Public Works

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
Solid Waste			
Since landfill space is limited in Los Angeles County, mitigation measures are made part of the project to reduce the project's incremental contribution to the waste disposed at the County landfills.	13. During construction of the project, inert materials, including vegetative matter, asphalt, concrete, and other recyclable materials, will be recycled to the extent feasible.	During construction	County of Los Angeles Department of Public Works
	14. The County will implement a recycling program at the library facility to minimize the amount of solid waste generated by the library that will be disposed of in County landfills.	Ongoing during library operation	County of Los Angeles Public Library
	15. Space will be allocated either within the building or in outdoor areas for collection and storage of recyclable materials.	Ongoing during library operation	County of Los Angeles Public Library
Traffic/Transportation			
The project was found to result in a potentially significant impact with respect to the line-of-sight distances for making left turns into and out of the project driveway. Implementation of the following mitigation measures will reduce this impact to a less than significant level by providing adequate line-of-sight distances:	16. Prohibit on-street stopping for the entire project frontage.	During construction and ongoing during library operation	County of Los Angeles Department of Public Works
	17. Add two 12-foot northbound deceleration lanes, one starting at the west driveway (at Bouboulina's) and ending at the north driveway of the adjacent commercial property to the east (Pine Tree Circle), and one starting at the north driveway of the adjacent commercial property to the east (Pine Tree Circle) and ending at the library project site's driveway.	During construction	County of Los Angeles Department of Public Works
	18. Close the west driveway (at Bouboulina's) and reduce the north driveway from 58 feet to 26 feet at the adjacent commercial property to the east (Pine Tree Circle).	During construction	County of Los Angeles Department of Public Works
	19. Remove all obstructions from motorists' line-of-sight to the west of the proposed library driveway, including the Topanga Rug Store and trailer on the adjacent commercial property (Pine Tree Circle) and the oak tree on the south side of Topanga Canyon Boulevard (southwest of the project site).	During construction	County of Los Angeles Department of Public Works

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
	20. Prune the oak trees and prune and/or remove the non-oak trees within the road right-of-way at the curve on the north side of Topanga Canyon Boulevard approximately 330 feet east of the library project site to increase sight distance.	During construction	County of Los Angeles Department of Public Works
	21. Pave the existing shoulder on the north side of Topanga Canyon Boulevard starting at the curve just south of Topanga School Road and ending past the library project site.	During construction	County of Los Angeles Department of Public Works
Hazards and Hazardous Materials			
Since the existing cesspool located near the southwest corner of the project site serving the existing trailer-mounted office of the Santa Monica Mountains Resource Conservation District will be removed, the following measures will be implemented to ensure that potential effects associated with contaminated soils, if any, are minimized.	22. The existing underground cesspool will be removed and all required approvals and permits will be obtained from the Department of Public Works Environmental Programs Division.	During construction	County of Los Angeles Department of Public Works
	23. Should any hazardous substances or contamination be encountered during any excavation phase of the project, work in impacted areas will be suspended and the area will be clearly marked. The County of Los Angeles Department of Public Works will be contacted to implement and oversee any required investigation and/or remediation in compliance with applicable laws and regulations. Completion of this measure will be monitored and enforced by the County of Los Angeles Department of Public Works.	During construction	County of Los Angeles Department of Public Works
Hydrology/Water Quality			
The project will generate additional runoff from the site.	24. A drainage concept/SUSMP plan will be prepared to assess any drainage related impacts and determine any additional mitigation measures to handle runoff from the project site. The plan will be submitted to the Los Angeles County Department of Public Works Building and Safety Division for review and approval during the project design phase.	Prior to construction	County of Los Angeles Department of Public Works
	25. The County will incorporate all applicable BMPs described in the <i>California Storm Water Best Management Practice Handbook, Construction Activity</i> into the construction phase of the project. Surface water runoff from the project site during construction will be contained by laying sandbags around the construction site.	Prior to construction	County of Los Angeles Department of Public Works

Impact	Mitigation Measures	Time Frame/ Monitoring Milestone	Responsible Monitoring Party
	26. The library parking lot will be designed to meet the Los Angeles County Department of Public Works SUSMP requirements to reduce pollution from stormwater and urban runoff. Where applicable, post-construction BMPs will be incorporated into the design and operation of the library project.	Prior to construction	County of Los Angeles Department of Public Works

ATTACHMENT C

RESOLUTION OF NECESSITY TO ACQUIRE BY EMINENT DOMAIN
REAL PROPERTY FOR THE TOPANGA LIBRARY PROJECT

RESOLUTION OF NECESSITY TO ACQUIRE BY EMINENT DOMAIN
REAL PROPERTY FOR THE TOPANGA LIBRARY PROJECT

WHEREAS, the County of Los Angeles proposes to construct the Topanga Library Project ("the Project"), consisting of a library building, parking lot and various, appurtenant, landscape and hardscape features; and

WHEREAS, the Project is proposed to be located on property in the Topanga area of the unincorporated territory of the County of Los Angeles, consisting of approximately .62 acres;

NOW, THEREFORE, THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1. The public interest and necessity require the Project.

Section 2. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.

Section 3. The property described in Section 6, below, is necessary for the Project.

Section 4. The offer required by Section 7267.2 of the Government Code has been made to the owner of record.

Section 5. The property described in Section 6, below, is to be taken for a public use, namely, for library purposes and all uses necessary, incidental or convenient thereto, in connection with the Project. To the extent that this property is appropriated to public use, the use by the County of Los Angeles for the Project is a more necessary public use.

Section 6. The property to be acquired for the Project is identified by Assessor Identification Number 4445-008-900 is depicted on the map attached hereto and incorporated herein as Exhibit "B", and consists of the following:

The fee simple title in and to the real property described in Exhibit "A", attached hereto and by this reference made a part hereof.

Section 7. The County is authorized to acquire the property described in Section 6, above, pursuant to the following:

- a. Article I, Section 19 of the Constitution of the State of California;
- b. California Code of Civil Procedure, Sections 1230.010 through 1273.050, and Sections 1240.610, et seq. in particular;
- c. California Government Code, Sections 25350.5, 25351 and 26150.

Section 8. The County Counsel is hereby authorized to institute eminent domain proceedings in the Superior Court of the State of California for the County of Los Angeles, for the purpose of acquiring the property described in Section 6, above, and is further authorized to institute proceedings for taking pre-judgment possession of said property and to deposit the probable amount of compensation therefor, in accordance with California Code of Civil Procedure Section 1255.010, as directed by the Superior Court as security for said possession.

The foregoing Resolution was duly adopted by the Board of Supervisors of the County of Los Angeles by at least a four-fifths vote of the members thereof on the _____ day of _____, 2003.

Violet Varona-Lukens, Executive Officer
of the Board of Supervisors
of the County of Los Angeles

By _____
Deputy

APPROVED AS TO FORM:

Lloyd W. Pellman
County Counsel

By: _____
Deputy

EXHIBIT A
LEGAL DESCRIPTION

TOPANGA LIBRARY PROJECT
Filed with: **WATER WORKS DISTRICT NO. 29 (28)**
A.P.N. 4445-008-900
T.G. 590 (A6)
I.M. 144-097
Third District
P77484AC

LEGAL DESCRIPTION

PARCEL NO. 28-8PP (Fee for public library purposes):

That portion of Lot 4, Fractional Section 7, Township 1 South, Range 16 West, S.B.M., described as PARCEL 28-8 in a Final Order of Condemnation, had in Superior Court Case No. 896864, a certified copy of which was recorded in Book D3583, page 165, of Official Records, in the office of the Recorder of the County of Los Angeles.

Containing: 27059± square feet.

APPROVED AS TO DESCRIPTION
May 8, 2003
COUNTY OF LOS ANGELES
By [Signature]
SUPERVISING CADASTRAL ENGINEER II
Mapping and Property Management Division

EXHIBIT B

PLAT MAP

[illegible]